

3/20

837



# 837

Old Dartmouth

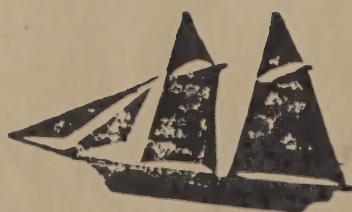
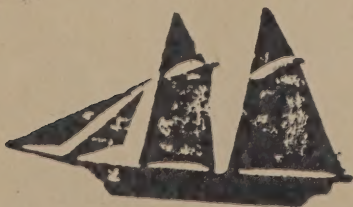
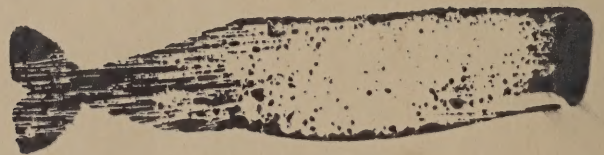
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Historical Society











The first of the series of lectures  
 was given on the 1st of January  
 at 8 o'clock in the evening  
 and was attended by a large  
 number of persons. The lecture  
 was very interesting and  
 well received. The speaker  
 was Mr. J. H. [Name]  
 of the [Institution]. The  
 subject of the lecture was  
 "The History of the  
 [Topic]". The lecture was  
 given in a very clear and  
 concise manner. The speaker  
 was very well prepared and  
 gave a very good account of  
 the subject. The lecture was  
 very well received and  
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 number of persons. The  
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 good account of the subject.



Remarks On Board Scho Francis Allyn  
Wednesday Aug <sup>th</sup> 23 1893

From 4 A M to Meridian wind light-  
from N E and clear at 11 A M took  
Tug and tow down the Harbor the wind  
still being light

Thursday Aug <sup>th</sup> 24 1893  
This 24 hours from Meridian to 4 P M  
light and steady from N E and heavy  
sea from N E at 2 P M parted from the  
Tugboat made all sail and proceed  
on voyage heading S by compass Gayhead  
Light bearing N E from which we took our  
departure for sealing and whaling voyage  
with crew of sixteen all told

From 4 P M to midnight wind freshened  
up strong heavy sea took two reef in  
main sail one in foresail took in Fly  
Jib Midnight to 4 A M blowing heavy  
and heavy sea at 4 A M hove to heading  
S W of W pump vessel took one hour and half at pumps  
From 4 A M to meridian strong gale  
coming in squalls wind hauled to S  
pump vessel tight so end

Friday Aug <sup>th</sup> 25 1893  
This 24 hours from meridian wind strong from S  
came about heading S E at 5 P M kept of  
and heading E S E under short sail crew  
vehemently employed course E S E  
From 4 P M to midnight fresh winds and  
steady sea more regular turned out all  
reefs from foresail set flying jib from 8 A M  
made all sail latter midnreat pump vessel  
every four hours so ends this 24 hours  
course S N E Lat 39 47 N Lon 68 48 45 W



of New Bedford Mass Capt Joseph J Fuller Master 1893  
Saturday Aug <sup>th</sup> 26 1895

This 24 from Meridian to 6 A M wind light in force and steady from S S W clear steering course S S E all sail crew variously employed  
From 6 P M to midnight wind light and steady in force but unsteady in direction

Midnight to 6 A M wind light in force and thick fog from 6 A M to Meridian fresh wind W S W and clear pump ship every four hours so end this 24 hours all sail set

Course S E Lat 39 33 N Lon 66. 48. 45 W

Sunday Aug <sup>th</sup> 27 1895

This 24 hours come in with light wind W S W and steady in force clear steering course S E by E crew variously employed

Middle part wind light in force from N W and N the wind being not steady in direction at 9 P M libed over steering to by S

Latter part wind N E light but not steady in force and clear sky pump vessel every four hours vessel tight so end this 24 hours  
Course <sup>by S</sup> 39 14 N Lon 64. 01. 43 W

Monday Aug <sup>th</sup> 28 1895

This 24 hours first part light wind N E light in force and steady in direction and steering course S E crew variously employed

Middle Part Light and unsteady in direction and clear  
 Latter Part the same Pump Vessel every four hours  
 Vessel tight so ends this 24 hours all Sail Set  
 Course E. S. E Lat 39. 31 N Lon



Remarks on Board Sch Francis A. Lynn of New  
 Tuesday Aug <sup>the</sup> 29. 1893

This 24 hours first part light winds from  
 E. N. E. and steady in force and direction clear sky  
 1 P.M. see a Steamer standing W. wind dropped of  
 to calm crew variously employed  
 From Middle part to latter Wind calm and unsteady  
 Sky clear and sea smooth Latter Part same  
 as Preceding watch Pump Ship every four hours  
 so ends this 24 hours

Course E by S. Lat 40.06 N Lon 61.22.15 W

Wednesday Aug ~~29~~ 30 1893

This 24 hours first part fresh winds S.W.  
 and steady in force and direction Steering course  
 S. E. E. crew variously employed  
 Middle Part Wind Strong from the  
 S.W. but steady in force and direction  
 At 10 P.M. passed a ship standing to the E.  
 Latter Part wind strong coming in squalls  
 from S.W. Schooner making more water pump  
 vessel every two hours so ends this 24 hours  
 Course E by S. Lat 39.25 N Lon 57.27.45. W

Thursday Aug <sup>the</sup> 31 1893.

This 24 hours first part Strong Winds  
 S.W. Steady in force and direction Steering  
 course S. E. by E. crew variously employed  
 Middle Part strong Winds S.W. Steady in  
 direction but coming in squalls but carrying  
 all sail.

Latter Part the wind same as preceding  
 eight hours. Cloudy sky pump vessel every 4 hours  
 so ends this 24 hours



Bedford Mass. Capt Joseph J. Fuller Master 1893  
 Friday Sept <sup>the</sup> 1 1893

This 24 hours first part strong wind S.W. Steady in force and direction and cloudy sky steering course S.E. by E. at 2 P.M. wind W. and it moderates with light rain crew variously employed

Middle Part strong winds W. S.W. steady in direction coming in squalls with showers of rain 2 P.M. Wind N. rain, gibbed ship steering S.E. by E. Latter Part. wind became light sky cloudy 9 am wind freshened from N.N.W. and clear sky. pump vessel every four hours so ends this 24 hours All sail set  
 Course E. S. E. Lat 38.14. N. Long 50.55 W.

Saturday Sept <sup>the</sup> 2. 1893

This 24 hours first part. fresh winds N.N.W. unsteady in force but steady in direction. clear sky. Steering course E. S. E. crew variously employed

Middle Part fresh winds N.N.W. steady in direction but coming in squalls sky cloudy 2 A.M. fresh Wind N.E.

Latter Part Wind moderates sky clear pump vessel every four hours so ends this 24 hours  
 Course E. S. E. Lat 37.55. N. Long 48.22 W

Sunday Sept <sup>the</sup> 3 1893

This 24 hours first Part light wind N.E. sky clear steering course S.E. by E crew variously employed

Middle Part light Wind N.E. steady in force and direction sky clear. sea long swell from N.

Latter Part Moderate wind N.E. pump vessel every four hours so ends this 24 hours  
 Course N.E. Lat 37.30. N. Long 47.17.15. W



Remarks on Board Sch Francis A. Lynn of New  
Monday Sept <sup>the</sup> 4. 1893.

This 24 hours first Part light wind W. Unsteady in force but steady in direction Clear Sky. Crew Variously employed. Steering Course S.E.

Middle Part Light wind W. unsteady in force but steady in direction 11 P.M. fresh wind S.W. Steering course S.E. by E.

Latter part fresh wind S.W. Steady in force and direction Clear Sky all sail set pump Vessel every four hours so ends <sup>this</sup> 24 hours Course S.E. by E. Lat 37.16 N. Lon 44.57.15 W

Tuesday Sept <sup>the</sup> 5 1893

This 24 hours first part light fresh wind S.W. steady in force and direction Steering Course S.E. Clear sky crew variously employed

Middle Part fresh wind S.W. steady in force and direction Clear Sky Heavy Sea from S.E. E.

Latter part fresh wind S.S.W. S.A.M. wind moderates sky clear See a ship steering S.E. pump vessel every four hours. so ends this 24 hours Course S.E. Lat 36.50 N. Lon 42.27.45 W

Wednesday Sept <sup>the</sup> 6 1893

This 24 hours first Part winds S.S.W. light in force steady in direction Clear Sky Steering course S.E. by S. crew variously employed

Middle Part wind light S.S.W. 10 P.M. calm with showers of rain

Latter part fresh wind N.W. steady in force and direction clear sky 6 A.M. light rain squall. gebed Ship Steering course S.E. See Vessel standing S.W. all sail set pump vessel every four hours. so ends this 24 hours Lat 36.23 N Lon 41.26 W



Bedford Mass Capt Joseph P. Fuller Master  
Thursday Sept <sup>the</sup> 7. 1893

This 24 hours first part wind N.N.E. light in force but steady in direction light rain <sup>cloudy at times</sup> Squall

Steering course S.E. crew variously employed

Middle Part Wind S. N.E. Light unsteady in force but steady in direction with rain squally Heavy Sea N.

Latter Part Wind N.N.E. Light in force but steady in direction. Clear Sky pump Vessel every four hours so ends this 24 hours course S.E. by E Lat 35.44 N. Lon 39.15 W

Friday Sept <sup>the</sup> 8. 1893

This 24 hours first <sup>part</sup> wind light N.N.E. unsteady in force but steady in direction clear Sky Steering course S.E. see a Vessel standing S.E. crew variously employed

Middle part Wind N. Light Steady in force and direction. Clear Sky Heavy sea N.

Latter Part Light wind N.E. Steady in force and direction clear Sky crew employed breaking out water pump Vessel every four hours so ends this 24 hours course S.E. Lat 35.22 N. Lon 38.15 W

Saturday Sept <sup>the</sup> 9. 1893

This 24 hours first part Light wind N.E. Steady in force and direction clear sky steering course S.E. crew variously employed

Middle Part wind N.E. coming in squalls and unsteady in force and direction 10 P.M. wind E.N.E. steering course S.E. Latter Part wind E. coming in squalls Sky cloudy S.A.M. light rain all sail set crew variously employed pump vessel every two hours so ends this 24 hours course S.E. by E Lat 33.47 N. Lon 36.05.30 W



Remarks on Board Schr Francis Allen of  
Sunday Sept ~~the~~ 10. 1893

This 24 hours First Part fresh wind E.  
unsteady in force and direction Sky cloudy  
at times with light rain crew variously  
employed. Steering Course S. by E.

Middle Part Wind E. S. E. unsteady in  
force and direction Sky cloudy 3 A.M. Wind  
E. E. coming in squalls with light rain  
Course full and by

Latter Part fresh breeze steady in force  
and direction Clear Sky pump vessel every  
four hours so ends this 24 hours heavy sea  
E. Course S. by E. Lat 32.08 N. Lon. 35.46 W.

Monday Sept ~~the~~ 11. 1893

This 24 hours first Part Wind fresh  
E. S. E. steady in force and direction  
Clear Sky crew variously employed  
Course full and by

Middle Part Wind E. S. E. coming in squalls  
With showers of rain 11 P.M. took in top sail  
and fly gib Course full and by

Latter Part Wind E. by S. coming in  
squalls and unsteady in direction  
All sail set pump vessel every 2 ~~hours~~ hours so  
ends this 24 hours

Course S. by E. & E. Lat 30.37 N. Lon 33.12 W



New Bedford Mass Capt Joseph J. Fuller Master

Tuesday Sept ~~the~~ 12 1893

This 24 hours first Part Wind S. E. coming in squalls. Unsteady in direction Light in force. Cloudy at times Steering full and by crew variously employed Cook Dick & P. Morse a Vessel Standing S. W.

Middle Part Wind Light S. E. & Steady in force and direction. Clear Sky. Some Sea S. Steering full and by

Later Part Wind S. E. coming in squalls. Sky cloudy at times with light rain. 10 A.M. Wind S. Vessel Steering full and by pump. Vessel every four hours so ends this 24 hours

Course N. E. by E. Lat 31.09 N Lon 34.12.45 W.

Wednesday Sept ~~the~~ 13. 1893

This 24 hours first Part Light wind S. by E. Steady in force but unsteady in direction. Sky Cloudy at times with rain. Steering full and by crew variously employed.

Middle Part Wind Light S. E. unsteady in force and direction. Clear Sky. Vessel Steering full and by

Later part Wind S. unsteady in force and direction and coming in squalls with light rain. Steering full and by pump. Vessel every four hours so ends this 24 hours.

Course N. E. by E. Lat 31.38 N Lon 33.27 W.



Remarks on Board Schr Francis Allyn  
Thursday Sept ~~the~~ 14 1893

This 24 hours first part Wind light  
S.E. coming in squalls with Light rain  
Four P.M. Wind E. S. E. Steering full and  
by Sky clear Crew Various employed  
Middle Part Light Wind E. by S. Steady  
in force and direction Sky clear Steering  
full and by

Latter Part Wind E. S. E. Steady in  
in force and direction Sky clear  
11 A.M. fresh Wind E. by S. Sky Cloudy  
Steering full and by 10 A.M. see a Ship  
standing N. pump bessel every four  
hours So ends this 24 hours

Course S. by E. Lat 30.20 N. Lon 32.44.45 W

Friday Sept ~~the~~ 15 1893

This 24 hours first Part fresh breeze  
E. by S. Steering Course S. by E. Sky Cloudy  
Crew variously employed

Middle Part fresh breeze E. by S. coming  
in squalls with rain but Steady in  
direction Sky Cloudy Vessel Steering  
Course S. by E.

Latter Part fresh breeze E. S. E.  
Coming in squalls Sky Cloudy at times  
with showers of rain Steering & pump  
Vessel every four hours So end this 24 hours  
Course S. by E. Lat 28.35 N. Lon 32.12. W



of New Bedford Mass Capt Joseph J. Fuller Master  
 Saturday Sept ~~the~~ 16. 1893

This 24 hours first part fresh breeze  
 E. S. E. unsteady in force and direction  
 Sky cloudy at times with rain squalls  
 Some sea S. E. crew Various employment  
 See a Vessel standing N.

Middle Part Wind Strong E. by S. coming  
 in squall with rain but steady in  
 direction Sky cloudy Heavy sea S. E.  
 Steering course S. by E.

Latter Part Wind Strong E. by S. coming  
 in squalls with steering S. by E. all sail  
 set pump Vessel every two hours  
 So ends this 24 hours  
 Course S. by E. 1/2 E. Lat 26.53 N. Lon 31.57 45 W

Sunday Sept ~~the~~ 17. 1893

This 24 hours first part Strong wind  
 E. S. E. unsteady in force and direction  
 and coming in squalls Sky cloudy  
 Steering course S. by E. Heavy sea S. E.  
 crew variously employed

Middle Part Strong Wind E. coming  
 in squalls but steady in direction  
 Heavy sea S. E. Vessel Steering S. by E.

Latter Part Strong wind E. coming  
 in squalls but steady in direction  
 Took in top sail and singled reefed  
 the Main sail Heavy sea E. S. E. 6 A. M.  
 See a Vessel steering W. pump Vessel  
 every two hours So ends this 24 hours  
 Course S. by E. 3/4 E. Lat 27.39 N. Lon 30.44 45 W



Remarks on board Sch<sup>r</sup> Francis Allyn  
Monday Sept <sup>the</sup> 18. 1893

This 24 hours first Part Wind Strong E. coming in squalls but steady in direction Steering Course S by E Crew Variously employed

Middle Part Wind Strong E coming in squalls but steady in direction Sea gradually running down from the E. Steering ~~E by S~~ by E Sky cloudy

Latter Part Wind Moderates E. S & M. shook reef out of Main sail Sky cloudy pump Vessel every two hours so ends this 24 hours

Course S by E  $\frac{3}{4}$  E Lat 22.36 N Lon 24.47 W

Tuesday Sept <sup>the</sup> 19. 1893

This 24 hours first Part fresh breeze E by N. Steady in force and direction clear Sky Steering Course S by E Crew Variously employed

Middle Part fresh Wind E. N. E. Steady in force and direction Sky Cloudy some sea E. Steering S by E  $\frac{1}{2}$  E

Latter Part Light Wind E. N. E. Steady in force and direction Sky clear Steering S by E  $\frac{1}{2}$  E pump Vessel every two hours so ends this 24 hours

Course S. S. E  $\frac{3}{4}$  E Lat 20.20 N Lon 28.21 W



of New Bedford Mass Capt Joseph F. Fuller Master  
Wednesday Sept <sup>th</sup> 20. 1893

This 24 hours first part Light wind  
E. unsteady in force and direction  
coming in squalls with rain showers  
steering S. by E  $\frac{1}{2}$  E. crew Various  
employed

Middle Part Light Wind E. N. E. steady  
in force and direction Sky clear steering  
S. by E  $\frac{1}{2}$  E.

Latter Part Light Wind E. N. E.  
coming in squalls but steady in direction  
Sky clear steering S. by E  $\frac{1}{2}$  E. pump vessel  
every four hours so ends this 24 hours  
Course S. E.  $\frac{1}{2}$  E. Lat 18.00. N. Lon 26.56. W.

Thursday Sept <sup>th</sup> 21. 1893.

This 24 hours first Part Light Wind  
E. N. E. steady in force and direction  
Sky clear crew Various employed  
steering S. by E  $\frac{1}{2}$  E.

Middle Part Wind Light N. N. E. unsteady  
in force but steady in direction Sky clear  
steering S. by E  $\frac{1}{2}$  E.

Latter Part Wind Light N. unsteady  
in force and direction steering S. E.  
clear sky pump vessel every four hours  
so ends this 24 hours.

Course S. E.  $\frac{1}{2}$  E. Lat 16.47. N. Lon 26.13. W



Remarks on Board Sloop Francis Allyn of  
Friday Sept ~~21~~ 22, 1893

This 24 hours first part Light  
Wind N. unsteady in force but steady  
in direction Sea smooth Sky clear  
Crew variously employed Steering S.S.E.

Middle Part Light Wind N. Steady in  
force and direction Sky clear Sea smooth  
Steering S.S.E.

Latter Part Light Wind N. Steady  
in force and direction Sky clear  
Steering S.S.E. pump Vessel every four  
hours so ends this 24 hours

Course S.E.  $\frac{1}{2}$  S. Lat 15.44 N. Lon 23.17.15. W

Saturday Sept 23, 1893

This 24 hours first part Light Wind  
N. Steady in force and direction clear  
Sky Steering S. by E.  $\frac{1}{2}$  E. Crew variously  
employed

Middle Part Light Wind N. Steady <sup>in</sup> force  
Sky clear Steering S.S.E.

Latter Part Light Wind N. Steady  
in force and direction At 5 A.M. raised  
the island Brava bearing S.E. by E.  
Sky clear pump Vessel every four hours  
So ends this 24 hours



New Bedford Mass. Capt Joseph P. Fuller Master  
 Sunday Sept ~~the~~ 24 1893

This 24 hours first Part Light <sup>W. by N.</sup> coming  
 in squalls Witht rain but steady in direction  
 At Meridian come up with the Island  
 At 1 P.M. Boat went on shore and came off  
 with nine men, then went over on N. part  
 of Island and got eight men more

Middle part Laid A back for the Night  
 Winds coming in squalls with rain. At daylight  
 calm 10 P.M. Landed 3 men keeping 11 men  
 crew 16 men all told in the forecassle  
 pump vessel every four hours so ends  
 this 24 hours

Monday Sept ~~the~~ 25. 1893

This 24 hours first part fresh breezes  
 S.W. coming in squalls At 4 P.M. Wind  
 droped of to calm drifting within 2 Miles  
 of Logo. S. part Steering S.E. & crew  
 Variously employed

Middle Part Light Wind S.E. & unsteady  
 in force and direction Steering S. by W. Sky  
 cloudy at times with rain showers

Latter Part Light Wind S. by E. unsteady  
 in force and direction Steering S.W. by W.  
 pump vessel every four hours so ends  
 this 24 hours



Remarks on Board Schr Francis Allyn of  
Tuesday Sept ~~the~~ 26 1893

This 24 hours first part Light Wind  
S. S. E. unsteady in force and direction vessel  
drifting back towards Logo Steering full  
and by crew employed beaking out  
Slops and water Sky clear

Middle Part Light Wind S. S. E. Steady  
in force but unsteady in direction Sky  
cloudy at times Sea smooth S. E. Steering  
S. W. by west

Latter Part Light Wind S. S. E. Steady  
in force and direction Sky clear Steering  
W. S. W. pump Vessel every four hours  
so ends this 24 hours

Lat 13. 52 N. Lon 24. 43. 15 W  
Wednesday Sept ~~the~~ 27 1893

This 24 hours first Part Light Wind  
S. by E. steady in force and direction  
At 7 P.M. Tacked ship Steering S. E. With wind  
S. S. W. Sky over cast with clouds crew  
employed breaking out provisions

Middle Part Light W. by S. unsteady in  
force and direction Sky cloudy Steering  
S. by W.

Latter Part Light Wind E. S. E. unsteady  
in force and direction Sky clear  
Steering S. pump Vessel every four  
hours so ends this 24 hours

Course S. E. by E. 3/4 E. Lat 13. 19 N. Lon 23. 33 W.



New Bedford Mass Capt Joseph J. Fuller Master 1893.

Thursday Sept <sup>th</sup> 28 1893

This 24 hours first Part Light Wind S.E.W. unsteady in force and direction. Steering S.E. At 2 P.M. Wind dropped of to calm. Crew variously employed 1 P.M. Light Squall of Wind and rain.

Middle Part calm Sails slatting heavily. 6 P.M. took in Main sail 1 A.M. Light breeze. Hoisted the Mainsail S.E.

Latter Part Light breezes W.E.W. steady in force but unsteady in direction. Sky clear. Steering S. by E. pump Vessel every four hours so ends this 24 hours.

Course S.E.  $\frac{1}{2}$  E. Lat 12.5-4 N Lon 22.5-9 W.

Friday Sept <sup>th</sup> 29 1893

This 24 hours first part Light Wind W.N.W. steady in force and direction. Sky clear. Steering S. Crew variously employed.

Middle part Fresh breeze W.N.W. unsteady in force but steady in direction. 7 P.M. Heavy squall Wind rain sky cloudy. Steering S. by W.

Latter part Light Wind N.W. steady in force and direction. Sky cloudy. Steering S. by W. pump vessel every four hours so ends this 24 hours.

Course S. by E.  $\frac{3}{4}$  E. Lat 11.00 N. Lon 22.14.30 W.



Remarks on Board Schr Francis Allyn of  
Saturday Sept ~~the~~ 30. 1893

This 24 hours first part Light Wind  
N.W. Steady in force and direction Sky clear  
Steering S. by W. Crew variously employed  
Middle Part Light Wind N.W.W.  
Steady in force and direction Sky clear  
Steering S. by W.

Latter Part Light Wind N. Steady  
in force and direction 8 A.M. heeled over  
Steering S. by E. Sky clear pump vessel  
every four hours so ends this 24 hours  
Course S. 1/2 E. at 09.02. N. Lon 22.08.30. W.

Sunday Oct ~~the~~ 11893.

This 24 hours first part Light Wind  
N. Steady in force and direction A. & P.M.  
rain & squall Steering S. by E. employed  
repairing Fore Sail and fore Gaff

Middle Part Light Wind N. unsteady  
in force and direction Sky cloudy  
Steering S. by E.

Latter Part Light Wind E. S. E. unsteady  
in force and direction Sky cloudy at  
times With rain Showers Steering S. S. W.  
pump vessel every four hours so ends  
this 24 hours

Course S. by E. No Observation



New Bedford Mass Capt Joseph S. Fuller Master 1873  
Monday Oct <sup>the</sup> 2 1873

This 24 hours first part Light Wind E by S. unsteady in direction but coming in squalls With rain showers Steering S Crew variously employed

Middle Part Wind freshened S. S. W. With rain squalls tacked Ship Log & Sky cloudy with rain showers

Latter Part Strong <sup>wind</sup> S. W. unsteady in force and direction and coming in squalls At 3 A.M. took in Main topsail Steering S. S. E. At 5 A.M. Shortened sail on account of squalls At 9 A.M. took in Flying jib took two reefs in Main sail carried away. Flying jib & Stay pump vessel every four hours so ends this 24 hours

Course S. E. No Observation

Tuesday Oct <sup>the</sup> 3 1873

This 24 hours first part Strong breeze S. W. unsteady in <sup>force</sup> but coming in squalls at intervals with rain showers Heavy Sea S. W. Crew Variously employed

Steering S. S. E.

Middle part Wind Moderates W. S. W. Steady in direction but unsteady in force. Sea gradually running down Sky cloudy Steering E by E.

Latter Part Wind W. S. W. Steady in force but unsteady in direction At 5 A.M. Shook reefs out of Main sail At 8 A.M. set up Fly jib stay and made all sail pump vessel every four hours so ends this 24 hours

Course S. E. by E. No Obs



Remarks on Board Schr Francis Allyn. of  
Wednesday Oct <sup>the</sup> 4. 1893

This 24 hours first part comes in with  
fresh Wind S.W. Steady in force and  
direction Sky cloudy Steering S. by E. all  
sail set crew employed breaking out  
water

Middle Part Strong breeze S.W. Steady  
in force and direction Sky cloudy  
Steering S. by E. Some sea S.W.

Latter Part Strong breeze N.W. Steady  
in force but unsteady in direction  
Sky cloudy Steering S. by E. pump vessel  
every four hours so ends this 24 hours  
Course S. E. 3/4 E. Lat 05.15 N. Lon. 17.44 30. W

Thursday Oct <sup>the</sup> 5. 1893

This 24 hours first part fresh breeze  
S.W. Steady in force but unsteady in  
direction Sky overcast with clouds  
Sun breaking out Now and then all  
sail set employed repairing Star Boat  
Steering S. by E

Middle part Moderate breeze S.W.  
Steady in force and direction Sky clear  
sea smooth Steering full and by S. by E

Latter Part Light wind S. unsteady  
in force and direction Sky clear  
Steering full and by employed setting  
up rigging pump vessel every four hours  
so ends this 24 hours

Course E. S. E. Lat 04.43 N Lon 16.26.45. W



New Bedford Mass Capt. Joseph J. Fuller Master 1893  
Friday Oct <sup>the</sup> 6. 1893

This 24 hours first part Light wind  
S.E. unsteady in force and direction  
At Meridian Tacked Ship Steering full  
and by. Lowered all three Boats and  
practiced crews. Crews variously employed

Middle part breeze S. by. W. unsteady in  
force and direction sea smooth Sky clear  
Steering full and by

Latter part Light breeze S.W. dying  
out at times to calm clear Sky  
Steering full and by. Pump vessel  
every four hours so ends this 24 hours  
Course E.S.E. at 04.30. N. Lon. 16.12. W.

Saturday Oct <sup>the</sup> 7. 1893

This 24 hours first part calm  
At 6 P.M. Light breeze sprung up W.N.W.  
Sky clear Lowered all three Boats to  
practice crews, employed repairing  
Main Sail Steering S.

Middle part fresh breeze W.N.W.  
Not steady in force and direction  
Sky overcast with clouds sea smooth  
At 9 P.M. Wind W. Steering S.

Latter part Light breeze W.S.W.  
Steady in direction but coming in  
squalls with light rain. Sky cloudy  
Steering S. by. E. pump vessel every  
four hours so ends this 24 hours  
Course S.E. by S. No Observation



Remarks On Board Schr Francis Allyn of  
Sunday Oct <sup>the</sup> 8. 1893

This 24 hours first part Light  
Wind W.S.W. not steady in direction  
unsteady in force At 4 P.M. rain  
shower with Light Wind Sea smooth  
Crew employed breaking out provisions  
Steering full and by

Middle Part Strong wind W. unsteady  
in force and direction coming in  
squalls With Heavy showers of rain  
At 7 P.M. took in Main top sail 9 P.M.  
Wind S.E. increasing in force  
At 10 p.m. took in flying jib Heavy  
swell S.E. Steering full and by

Latter Part Wind strong S.E. &  
steady in direction but unsteady  
in force Sky cloudy Steering full  
and by pump vessel every two hours  
so ends this 24 hours

Course S.W. & at 03.13. N & on 16.23.30. W

Monday Oct <sup>the</sup> 9. 1893

This 24 hours first part fresh Wind  
S. steady in force but unsteady in  
direction Sky cloudy with sun breaking  
out occasionally Steering full and by  
Crew variously employed

Middle part fresh breeze S steady in  
force and direction Sea gradually running  
down At 7 P.M. Made all sail clear Sky  
steering full and by

Latter Part Light Wind S steady in  
force and direction Sea smooth Sky  
clear Steering full and by employed breaking  
out water and provisions pump vessel every  
four hours so ends this 24 hours

Course S.W. by W. & at 01.53 N & on 18.14.45 W



23  
1893

New Bedford Mass. Capt Joseph H. Fuller Master  
Tuesday Oct ~~the~~ 10. 1893

This 24 hours first part Light wind  
S.S.E. unsteady in force and direction  
Clear Sky sea smooth employed setting  
up Main rigging. Steering full and by  
Middle part Light wind S.S.E.  
unsteady in force but steady in  
direction sea smooth Sky clear steering  
full and by

Latter part Light Wind S.S.E.  
unsteady in force but steady in  
direction Sky clear sea ship standing  
S.W. employed repairing Main top sail  
Steering full and by pump vessel  
every four hours so ends this 24 hours  
Course S.W. by W. Lat. 01. 09. N. Lon 1920. 15. W.

Wednesday Oct ~~the~~ 11. 1893

This 24 hours first part comes in  
with Light Wind S.S.E. unsteady in force  
but steady in direction sea smooth  
Sky clear employed repairing Star Board  
Boat steering full and by

Middle part Light Wind S.S.E. steady in  
force and direction Sky clear  
Steering full and by

Latter part Wind S.S.E. coming in  
squalls with rain showers steering  
full and by pump vessel every four  
hours so ends this 24 hours

Course S.W. by W.  $W\frac{1}{2}W$  Lat 00. 28. N Lon 20. 34. W.



Remarks on Board Schr Francis Allyn of  
Thursday Oct <sup>the</sup> 12. 1893

This 24 hours first part comes in  
With fresh Wind S.S.E. & Steady in direction  
but coming in strong squalls with  
rain Steering full and by crew  
variously employed

Middle part fresh gales S.S.E. & Strong  
in force but Steady in direction  
carrying all sail Heavy sea S.E.  
Sky cloudy at times Steering full and by

Latter part fresh gales S.S.E.  
Steady in direction and strong in  
force Sky cloudy at times with rain  
Steering full and by 8 A.M. see a  
Vessel Standing N.W. pump vessel  
every two hours so ends this 24 hours  
Course S.W.  $\frac{1}{4}$  S. Lat 01.16. S. Lon 22.00.15. W.

Friday Oct <sup>the</sup> 13. 1893

This 24 hours first part comes in  
with strong Wind S.S.E. coming in Heavy  
squalls Sky cloudy at times Heavy sea S.E.  
At 3 P.M. Wind moderates Crew variously  
employed At 4 P.M. see another ship  
Standing N.W. Steering full and by.

Middle part strong breeze S.S.E. & Steady  
in force and direction Sky clear Heavy  
sea S.E. Steering full and by

Latter part strong breeze S.S.E. & Steady  
in force and direction Sky clear  
Steering full and by pump vessel every  
four hours so ends this 24 hours

Course S.W.  $\frac{3}{4}$  S. Lat 02.54. S. Lon 23.13.45. W.



New Bedford Mass. Capt. Joseph J. Fuller Master 1893  
 Saturday Oct <sup>the</sup> 14. 1893

This 24 hours first part comes in with  
 Moderate breeze S. S. E. Steady in force and  
 direction Sea gradually running down  
 Sky clear Steering full and by Crew  
 variously employed

Middle part Moderate breeze S. S. E. Steady  
 in force and direction Sky clear sea smooth  
 At Midnight Wind freshens Steering full  
 and by ~~pump vessel over~~

Later part fresh breeze S. S. E. Steady in  
 force and direction clear Sky Steering  
 full and by pump vessel every four  
 hours so ends this 24 hours

Course S. W.  $\frac{1}{2}$  S. E. at 4.43. S. E. on 24.45. W.

Sunday Oct <sup>the</sup> 15. 18.93

This 24 hours first part comes in  
 with fresh breeze S. S. E. Steady in force  
 and direction Sky clear Steering  
 full and by Crew variously employed

Middle part fresh breeze S. S. E. Steady in  
 force and direction Sky clear At 10 P. M.  
 Wind E. S. E. Steering S. W.

Later part fresh breeze E. S. E. Steady  
 in force and direction sea long swell S. E.  
 Sky clear Steering S. W. pump Vessel  
 every four hours so ends this 24 hours

Course S. W. by S. E. at 06.47. S. E. on 26.13. 15. W.



Remarks on Board Vchr Francis Alyn of  
Monday Oct ~~the~~ 16. 1893

This 24 hours first part comes in with  
fresh breeze S.E. Steady in direction and  
coming in squalls Sky cloudy at times  
Sea long swell S.E. Steering S.W. by S.

Crew Variously employed

Middle part fresh breeze S. E. unsteady  
in force and direction coming in  
squalls with light rain Sky cloudy  
Steering S.W. by S.

Latter part Strong breeze S.E. Steady  
in force and direction Sky clear some  
sea S.E. Steering S.W. pump vessel  
every four hours so ends this 24 hours  
Course S.W. by S.  $3\frac{1}{4}$  S. E. at 09. 08. S. on 27. 20. 45<sup>W</sup>

Tuesday Oct ~~the~~ 17. 1893

This 24 hours first part comes in with  
fresh breeze S.E. Steady in force and  
direction Sky clear Steering S.W.

Crew Variously employed

Middle part Strong breeze S. E. Steady  
in force and direction Sky clear  
Steering S.W. by S.

Latter part Strong breeze S.E. unsteady  
in force and direction Sky clear Some  
sea S.E. Steering S.W. by S. pump vessel  
every four hours so ends this 24 hours  
Course S.W. by S. E. at 11. 20. S. on 28. 57. 15. W



New Bedford Mass Capt Joseph J. Fuller Master 1893  
 Wednesday Oct <sup>the</sup> 18. 1893

This 24 hours first part comes in with strong breeze S.E. Steady in force and direction Sky clear Steering S.Wby. S Crew variously employed

Middle part fresh Gale S.E. unsteady in force and direction At Midnight took in Main topsail Sky clear Heavy sea S.E. Steering S.S.W.

Latter part fresh Gale S.E. unsteady in force but steady in direction At 6 P.M. Set Main topsail Sky clear Steering S.S.W. At Meridian saw a ship standing N. pump vessel every two hours so ends this 24 hours

Course S.  $\frac{1}{2}$  W. Lat 14.01. S. Lon 29.10.43. W.

Thursday Oct <sup>the</sup> 19. 1893

This 24 hours first part comes in with fresh gales S.E. Steady in force and direction Heavy sea S.E. Sky clear all sail set Steering S.S.W. Crew variously employed

Middle part Strong Wind S.E. Steady in force and direction Sky clear Some sea S.E. Steering S.S.W.

Latter part fresh breeze E. Steady in force and direction Sky clear Steering S.S.W. pump vessel every four hours so ends this 24 hours

Course S. by. W. Lat 16.36. S. Lon 29.49.45. W.



Remarks On Board Schr Francis J. Lynn of  
Friday Oct <sup>the</sup> 20. 1893

This 24 hours first part comes in  
With Moderate breeze E. unsteady in  
force but Steady in direction Sky  
clear Steering S. S. W. Crew variously  
employed

Middle part light breeze E. unsteady  
in force but Steady in direction  
Sky clear Sea Smooth Steering S. by W.  $\frac{1}{2}$  W.

Latter part light breeze N. E.  
unsteady in force but Steady  
in direction Sky clear employed  
Setting up fore rigging Steering  
S. by W.  $\frac{1}{2}$  W. pump vessel every four  
hours so ends this 24 hours

Course S.  $\frac{1}{2}$  W. Lat 19. 20. S. Lon 32. 30. W.

Saturday Oct <sup>the</sup> 21. 1893

This 24 hours first part light  
Wind N. E. unsteady in force and  
direction Sky clear sea Smooth  
employed breaking out water and provisions  
Steering S.  $\frac{1}{2}$  W.

Middle part light breeze N. E. unsteady  
in force but steady in direction Sky  
clear Steering S.  $\frac{1}{2}$  W.

Latter part light breeze N. N. E.  
unsteady in force and direction See  
a Ship standing N. W. E. clear Sky  
Steering S. S. W. pump vessel every  
four hours so ends this 24 hours  
Course S. E. at 21. 07. S. Lon 30. 02. W.



1893

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Oct <sup>the</sup> 22 1893

This 24 hours first part light Wind  
 N.E. unsteady in force and direction  
 At 2 P.M. heaved over with wind N. Steering  
 S.W. Sea 2 1/2 vessels Standing. E. clear Sky  
 employed setting up main rigging

Middle part Light Wind N. unsteady  
 in force and but steady in direction  
 Sky clear Sea smooth Steering S.W. Sea  
 Ship standing. E.

Later part Wind same as preceding  
 Watch Steering S.W. pump vessel every  
 four hours so ends this 24 hours

Course S.S.W. 1/4 W. Lat 22.09. N. Lon 30.32. W

Monday Oct the 23. 1893

This 24 hours first part light breeze  
 N. unsteady in force but steady in  
 direction Sky clear Sea smooth Steering  
 S.W. Crew variously employed

Middle part light breeze N. unsteady in force  
 and direction At midnight Had a shower  
 of rain heaved Ship Steering S.W. Wind E.  
 At 2 A.M. heaved over again wind N.E.  
 Steering S.W.

Later part Wind light N.E. unsteady  
 in force and direction Sky clear Steering  
 S.W. pump Vessel every eight hours  
 so ends this 24 hours

Course S.W. by S. Lat 23.13. N. Lon 31.20. 16. W



Remarks On Board Schr Francis Allyn  
Tuesday Oct <sup>the</sup> 24. 1893

This 24 hours first part Light breeze  
N.N.E. unsteady in force and direction  
Sky clear sea smooth Steering S.W. by W.  
Crew variously employed

Middle part Light wind N.E. unsteady  
in force and direction Clear Sky steering  
S.W. by W. At 6 P.M. Mast Headed Thomas J. Abbott  
and Josie Cardosa 3 hours for fighting

Latter part Wind freshener N.  
Steady in force and direction Heavy  
Sea running from the N. Sky cloudy  
pump vessel every four hours so  
ends this 24 hours Steering S.W.  
Course S.W. 1/2 S. Lat 25.10 S. Lon 32.57 W.

Wednesday Oct <sup>the</sup> 25. 1893

This 24 hours first part comes in  
with Strong Wind N. Steady in force  
and direction At 1 P.M. took in main  
top sail Heavy sea N. Sky cloudy Steering  
S.W. Crew variously employed

Middle part Strong wind N.W.  
Steady in force but unsteady in  
direction Sky cloudy Star light at  
times rough sea N. Steering S.W. by S.

Latter part wind moderates W.N.W.  
at Midnight light rain accompanied  
With thunder sea running down  
At 6 A.M. Set Main top sail wind W  
Steering S.W. by S. pump vessel every  
four hours so ends this 24 hours

Course S.W. Lat 27.10 S. Lon 33.55 W.



of New Bedford Mass. Capt Joseph J. Fuller Master 1893  
Thursday Oct <sup>the</sup> 26. 1893

This 24 hours first part comes in with light wind W. unsteady in force and direction sea smooth sky clear At 3 P.M. Wind N.E. W. Steering full and by employed setting up Main spring stay and otherwise employed

Middle part Light Wind S.E. unsteady in force and direction 6 P.M. heeled over Steering S.W. by S. Sky partly overcast with clouds At 10 P.M. Wind S.E. Steering S.W. by S.

Later part Wind gradually freshens S.E. steady in force and direction sky cloudy sea smooth Steering S.W. by S. pump vessel every four hours So ends This 24 hours

Course Dead reckoning S.W. No Observation

Friday Oct <sup>the</sup> 27. 1893.

This 24 hour first part comes in with fresh breeze S.E. steady in force and direction cloudy raw and showery with moderate squalls Steering S.W. by S. Crew variously employed

Middle part light air unsteady in force and direction coming from the S.E. At 4 P.M. wind dropped off at 6 P.M. heeled over Wind generally freshening S.E. steady blowing in heavy and moderate squalls with heavy rain showers At 8 P.M. took in main top sail took 2 reefs in main sail 1 in Fore sail Steering S.W. by S. At midnight wind moderates heavy sea S.E. latter part moderate breeze S.E. unsteady in force but steady in direction 4 A.M. shook reef out of Fore sail sea more steady 6 A.M. shook reefs out of main sail and lowered it down to repair and rigged over wind W. by N. steering S.E. W. by S. sky cloudy sun breaking out now and then pump

Course S.S.W. 4 W. Lat 29.44 S. Long 35.12 W.



Remarks on Board Schr Francis Allen of New  
Saturday Oct 28 1893

This 24 hours first part comes in with fresh gale of wind West steady in direction but strong in force Heavy sea W. At 2 P.M. took 2 reefs in. Main sail 4 P.M. furled & by 5 P.M. wind increasing steering W.S.W. Crew variously employed sky clear

Middle part Strong gale W.N.W. & steady in direction but always coming in Heavy squalls At 4 P.M. took 1 reef in Fore sail Heavy sea Vessel rolling and pitching deeply. 10 P.M. carried away jib sheet and hauled it down steering S.E.W. At midnight a little moderate Wind W

Latter Part Strong gale from the W. Steady in direction but always strong in force and coming in Heavy squalls Sky clear with flying clouds sea rough At 11 A.M. took in Main Sail and Fore Stay Sail set main try Sail Wore Ship and hove to under single reefed Fore Sail and reefed try Sail Heading W.N.W. of N.N.W. pump vessel every 2 hours so ends this 24 hours course S by E at 31.5 S. E. on 34.46 W

Sunday Oct ~~the~~ 29. 1893

This 24 hours first part Strong gale W. Steady in direction but always blowing <sup>strong</sup> Sea a little steady from W. At 3 P.M. Wind W.N.W. clear sky with flying clouds employed repairing Main Sail

Middle part Strong gale W. Steady in direction but coming in Heavy squalls of Wind and rain showers sea rough At 4 P.M. gibbed over Hoisted Stay sail steering S. At Midnight a little more moderate took in try sail Hoisted Main Sail Shook out 1 reef Hoisted Fly jib Sky cloudy at times with rain steering S by E



Bedford Mass Capt Joseph J. Fuller Master 1893

Latter part Moderate gale W. W. <sup>un</sup> Steady in force and direction sea move smooth 4 P.M. see a Ship standing N.E. At 7 A.M. took in F. by Jib and unbent Jib to repair it 11 A.M. Heavy squall of wind and rain took second reef in Main Sail Steering full and by pump vessel every 2 hours so ends this 24 hours Course S.E. by S. Lat 32. 27. N. Lon 34. 15. W

Monday Oct ~~the~~ 30. 1893

This 24 hours first part Strong breeze W. W. unsteady in force and direction coming in Heavy Squalls of wind and rain 4 P.M. Shook reef out of Main Sail Steering S. by E. Sky cloudy at times crew variously employed

Middle Part Strong breeze S. W. Steady in direction but coming in squalls now and then with rain sea running down At midnight Wind move moderate Steering full and by

Latter part Light breeze S. W. unsteady in force and direction sea getting smooth clear sky 5 A.M. broke out Sail & ask and bent New Jib unbent and bent New Fore Stay Sail 9 A.M. Shook reef out of Main Sail yebbed over Wind S. W. Heading W. At 7 A.M. passed a ship heading N.E. pump vessel every four hours so ends this 24 hours

Course S.E. Lat 32. 55. N. Lon 33. 41. W



Remarks On Board Schr Francis Allyn of  
Tuesday Oct <sup>the</sup> 31. 1893

This 24 hours first part Light Wind  
S.W. unsteady in force and direction  
Sea smooth clear sky at Meridian unbent  
and bent on New Fore and Main Sail  
2 P.M. heaved over Wind S.W. Steering  
S.E. Clear sky Crew variously employed  
Middle part Wind dropped of to Calm  
Sails flapping throughout the watch  
sky clear Sea long and steady swell  
W. Latter part sky cloudy Wind and  
weather same as preceding Watch At 8 A.M.  
Verry Light sail springing up from the  
Wind. Steering S.E. Crew employed  
breaking out tops and Water pump  
vessel every four hours so ends this 24  
hours. Course S.E. Lat. 32.55. S. No. Lon.

Wednesday Nov <sup>the</sup> 1. 1893.

This 24 hours first part Light air  
W.S.W. unsteady in force and direction.  
sky cloudy Sea smooth employed Setting  
up Main Top Mast Rigging and other wise  
employed Steering S.E.

Middle part wind dropped of to Calm  
Vessel drifting side ways through the  
The water sky cloudy Sea smooth

Latter part Calm Vessel drifting  
9 A.M. Verry light air S.E. 10 A.M.  
heaved over Wind W. Steering S.W. E  
sky clear Weather warm employed  
repairing fib pump vessel every four  
hours so ends this 24 hours

Course S.E. by S. Lat 33.34. S. Lon 33.11. W.



New Bedford Mass Capt Joseph J. Fuller Master 1893

Thursday Nov <sup>the</sup> 2nd 1893

This 24 hours first part Light Air S.W. unsteady in force and direction Sky clear Sea smooth Weather warm At 2 P.M. gibbed over Wind S.W. Heading S.W. Saw a Ship Heading Standing N.N.E. employed repairing fib

Middle part Light Wind N.W. unsteady in force and direction Sky clear sea smooth Steering S.W. by S.

Latter part Light Wind N.W. unsteady in force and direction At 5 A.M. wind N.N.W. gibbed over Steering S.W. by W. Sea smooth clear sky Weather warm and pleasant employed breaking out provisions pump vessel every four hours so ends this 24 hours

Course S.W. by W. Lat at 34.05. N. Lon 34.11.45. <sup>W</sup>

Friday Nov <sup>the</sup> 3. 1893

This 24 hours first part Light wind N.N.W. unsteady in force At 4 P.M. gibbed over wind N.W. Steering S.W. by S. clear Sky employed repairing fib

Middle part fresh breeze springing up from N.N.W. Steady in force and direction Clear Sky smooth Sea Steering S.W.

Latter part Wind weather and sea same as proceeding watch 5 A.M. Saw 2 Ships Standing N.E. pump vessel every four hours so ends This 24 hours

Course S.W. 3/4 W. Lat at 35.36. N. Lon 35.36.45. <sup>W</sup>



Remarks On Board Schr Francis. Allyn of  
Saturday Nov <sup>the</sup> 4. 1893

This 24 hours first part comes in with  
fresh breeze N.W. W. Steady in force and  
direction. Clear sky weather saw some  
sea N. Steering S.W. crew variously  
employed

Middle part Strong Wind N.W. Steady  
in direction but coming in squalls  
always blowing Strong. Sky overcast  
with fog clouds Stars breaking out  
Some Sea N.W. Steering S.W. by S.

Latter part fresh gales N.W. Steady  
in direction but coming in squalls  
with rain showers At 8 A.M. took in  
Waist Boat on deck 9 A.M. took in Main  
Top Sail and single reefed the Main Sail  
Steering S.W. by S. pump vessel every  
four hours so ends this 24

Course S.W. by S. No Observation

Sunday Nov <sup>the</sup> 5. 1893

This 24 hours first part Wind Moderates  
N.W. Steady in direction and more Steady  
in force weather foggy damp and saw at  
2 P.M. continual rain showers Some Sea  
N.W. Steering course S.W. by S. crew variously  
employed

Middle Part wind N.W. Strong in force  
and Steady in direction coming in squalls  
with rain showers At 8 A.M. took reef in  
Fore Sail and second reef in Main  
Sail foggy damp and saw Steering  
S.W. by S. Heavy sea running N.W.



New Bedford Mass. Capt Joseph J. Fuller Master  
 Latter Part wind increasing to a gale  
 5. A.M. wind hauled suddenly to the S.E.  
 Took in Flying jib and jib 7. A.M. took in  
 Fore Stay Sail and furled the Main Sail  
 Hove to under Single reef Fore Sail and reefed  
 try Sail Heading S. of to S.W. Heavy sea running  
 S.E. 5. A.M. Heavy Shower of rain Sky cloudy  
 and ran pump vessel every 2 hours so ends  
 this 24 hours course S.S.W. No Observation

Monday Nov<sup>th</sup> 16. 1893

This 24 hours first part Strong gale  
 S.S.E. Heavy sea Sky cloudy and ran  
 3 P.M. wind Moderates Hoisted Fore Stay  
 Sail Vessel still Hove to Heading S. of to S.W.  
 Crew Variously employed

Middle part wind more moderate  
 E.S.E. unsteady in force At 6. P.M. I took  
 out the reefs from Fore sail 1 from Main  
 sail I set jib Fore Stay Sail and Flying jib  
 8 P.M. wind light and at times calm  
 Heavy Sea Sails slatting heavily

Latter part light winds N.N.W. made  
 all sail At Sunrise wind kept  
 increasing At 11. A.M. blowing Strong  
 took One reef in Fore and Main Sail  
 Wind coming in Heavy Squalls from W.  
 Steering by W. pump vessel every two  
 hours so ends this 24 hours

Course S.S.W. Lat 40.38. N. Long 38.59. W.



Remarks On Board Schr Francis Allyn of  
Tuesday Nov. <sup>the</sup> 7. 1893

This 24 hours first part Strong wind  
W. At 1 P.M. took in Flying jib 2 P.M.  
furled the Main Sail and set the  
Storm try sail 3 P.M. Heavy Shower of rain  
steering S. Heavy sea W. Crew variously  
employed

Middle part Strong Gale W.S.W. 6 P.M.  
Heavy squall of wind and rain 7 P.M.  
Took in jib and fore stay sail, gibbed over  
and hove to under single reefed fore sail  
and reefed storm try sail heading  
W.N.W. of to N.N.W. Heavy sea running  
W. Sky cloudy at times clear weather  
cold and raw

Latter part Gale continues W.S.W.  
Steady in direction and coming  
in heavy squalls with rain showers  
5 A.M. Heavy squall of wind and  
hail sky cloudy at times star light  
Vessel still hove to heading W.N.W.  
of to N.N.W. weather cold and blustering  
pump vessel every two hours so  
ende this 24 hours

Course Drift N.N.E. Lat 40 27.5 Lon 38 36.30. <sup>W</sup>

Wednesday Nov. <sup>the</sup> 8. 1893

This 24 hours first part Gale moderates  
a little W.S.W. coming in heavy squalls  
with rain Heavy sea 1 P.M. saw a ship  
heading N.E. under short sail sky clear  
at times over cast with clouds cold  
and blustering Vessel still hove to  
heading W.N.W. of to N.N.W. Crew variously  
employed



New Bedford Mass Capt Joseph. J. Fuller Master 1893

Middle part Gale moderates a little W.S.W. coming in heavy squalls with rain and hail Sky cloudy cold and blustering. At 10. P.M. Sky clear blowing a whole Gale up to midnight and then moderate Vessel Hove to Heading W.N.W. of N.N.W.

Le. after Part Gale more moderate W.S.W. Vessel Hove to Heading W.N.W. of N.N.W. Sky over cast with clouds wind coming in squalls with light rain 8 A.M. heaved over Wind W.S.W. Heading S.S.W. of S.E. Sea running down gradually 10 A.M. wind more moderate S.S.W. Set fore stay sail and Jib Heading E.S.E. of to S.E. Sky clear pump vessel every 2 hours so ends this 24 hours. Course N.N.E. Lat 39.53. N. Lon 38.09.30. W.

Thursday Nov the 9 1893

This 24. hours first part light wind S.S.W. steady in force and direction Sky clear sea more smooth Vessel still Hove to Heading E.S.E. of to S.E. Crew variously employed

Middle part Light wind S.S.W. steady in direction but coming in squalls Sky over cast with clouds at times <sup>dark</sup> cloudy. At 2. A.M. Wind light W.S.W.

Le. after part light wind W.S.W. steady in force and direction Sky clear Sea smooth. At 4. A.M. Made all Sail Steering full and by crew variously employed and breaking out water. At 9 A.M. Wind freshens coming in squally took in Main top Sail pump vessel every four hours so ends this 24 hours

Course S.E. & S. Lat 40.53. N. Lon 37.13.30. W



Remarks on Board Sch<sup>r</sup> Francis Allyn of  
Friday Nov<sup>r</sup> ~~the~~ 10. 1893

This 24 hours first part fresh breeze  
W. S. W. steady in direction but coming  
in squalls Sky clear at times cloudy  
Steering full and by the lead variously  
employed

Middle part light breeze W. S. W. steady in  
force and direction Sky clear Sea smooth  
Set Main top sail Steering S. by W.

Le. after Part wind light Wind W. N. W.  
unsteady in force but steady in  
direction. At Sunrise Strong breeze  
Springing up N. W. At 7 A. M. took in  
Main top sail and Flying jib took  
1 reef in Fore and Main sail wind  
increasing coming in squalls Sky cloudy  
Sun breaking out at times Steering  
S. S. W. 9 A. M. took in Main sail and  
set Storm try sail Heavy Sea running  
W. pump vessel every two hours  
so ends this 24 hours

Course S.  $\frac{1}{2}$  W. Lat 43.04. Lon 37.26.30<sup>W</sup>

Saturday Nov<sup>r</sup> ~~the~~ 11. 1893

This 24 hours first part Wind moderates  
W. S. W. unsteady in force and direction  
Heavy Sea W. Sky clear. At 4 P. M. took in  
try sail and set Main sail with  
1 reef in Wind W. Steering S. by W.  
Crew variously employed

Middle part Wind W. S. W. light in  
force but steady in direction. At 6 P. M.  
Shook reef from Fore sail and set Flying  
jib some sea W. Sky clear Steering S. by W.



1893

New Bedford Mass. Capt Joseph J. Fuller Master  
 Latter part Wind generally freshening W.  
 Steady in force and direction Heavy swell  
 from Wrd. Sky clear At 8. A.M. wind increasing  
 Hauled down Flying Jib took 1 reef in Fore  
 Sail 9. A.M. took 2nd reef in Main Sail  
 Strong wind W. coming in squalls and  
 always blowing strong 11. A.M. passed  
 a large Ice berg drifting N.E. Sky cloudy  
 at times pump Vessel every 2 hours so  
 ends this 24 hours

Course S. 4. W. Lat 45. 02. S. Lon 37. 30. 45. W.

Sunday Nov <sup>the</sup> 12, 1893

This 24 hours first part W. Steady in  
 direction but coming in squalls Sky  
 cloudy at times Heavy sea running  
 S.W. Steering a course S. by W. crew  
 variously employed

Middle part Strong wind W. At 1. P.M.  
 took in Main Sail and set Storm try  
 Sail Hove to Heading W. S. W. of to S. S. W.  
 under Fore Stay sail and single reefed  
 Fore Sail and try Sail 8. P.M. Hauled  
 down Fore Stay sail gibbed Over Heading  
 W. N. W. of to N. N. W. wind W. S. W. coming  
 in strong squalls Heavy sea running  
 S W Sky cloudy at times and saw

Latter part wind W. S. W. Steady in  
 direction but coming in squalls with  
 light rain weather cold and saw 6. A.M.  
 gibbed Ship Steering S. by E. Set Fore Stay sail  
 Saw an Ice berg bearing N. N. W. drifting N.E.  
 Heavy Sea running S.W. Sky cloudy and  
 saw pump vessel every two hours so ends  
 this 24 hours

Course E. Lat 45. 03. S. Lon 36. 41. 45. W.



Remarks on Board Schr Francis Lilly of  
Monday Nov <sup>the</sup> 13. 1893

This 24 hours first part wind W.S.W.  
Unsteady in force and direction  
Vessel Hove to Heading S. by W. of to S. by E.  
Saw more ice drifting N.E. Sea a little  
more smooth Sky cloudy Weather cold  
and raw Crew variously employed

Middle part wind Hauled to S.E.  
Coming in moderate squalls 7. P.M. heaved  
over Hove to Heading S.W. of to W.S.W. Sky  
cloudy with light snow squalls. At  
Midnight wind light sea running  
down gradually

Latter part Light wind S.E. unsteady  
in force and direction. At Sunrise  
Made all sail steering full and by  
Crew employed breaking out water  
and provisions Sky clear and warm  
pump vessel every four hours So ends  
this 24 hours course S.W. by E. Lat 45 24 <sup>South</sup> Long 37.10.45 <sup>W</sup>

Tuesday Nov <sup>the</sup> 14 1893

This 24 hours first part wind light  
and variable in direction. At 3. P.M.  
light breeze springing up N.E. Sea smooth  
Sky clear and pleasant Steering a course  
S. by W. Crew variously employed

Middle part fresh breeze N.E. 8. P.M.  
Hove to & shortened sail on account of  
Ice At Midnight took in Flying jib  
and jib took in Main sail Set storm  
try sail Hove to Heading E. of to E.S.E.  
Sky dark cloudy



New Bedford Mass Capt Joseph J. Fuller Master 1893

Latter part Strong breeze N.E. At Sunrise  
Shook reef from try sail Steering S. by W.  
Heavy sea N.E. At 8. a.m. wind coming  
in strong squalls with rain all through  
the watch. At 10. a.m. Hove to again Heading  
E. of to E. S. E. coming in thick Saw more Ice  
drifting N.W. pump vessel every two hours  
so ends this 24 hours

Course. S. No Observation

Wednesday Nov <sup>the</sup> 15. 1893

This 24 hours first part Strong breeze  
N.E. coming in strong squalls with  
rain Hove to Heading E. of to E. S. E. Heavy  
sea N.E. 3. P. M. run Vessel of to clear a  
large berg crew variously employed

Middle part wind Moderator a little  
N.E. coming in thick fog with squalls  
weather cold and raw Hove to Heading  
E. of to E. S. E. Heavy sea N.E. Midnight  
wind N.W. steady in force and direction  
<sup>middle part</sup> Still Hove to on account of Ice At  
Sunrise lifts clouds broken with Sun  
breaking out now and then 7. a.m.  
Hoisted Flying jib jib and Fore stay sail  
Shook reef from try sail Steering S. by W.  
Sea running down pump vessel every  
two hours so ends this 24 hours

Course S. S. E. Lat 48.00. S. Lon 37.16.30.



Remarks On Board Schooner Francis Allyn of  
Thursday Nov <sup>the</sup> 16 1893

This 24 hours first Part light wind N.W. Steady in force and direction Sky overcast with clouds sun breaking out now and then 3 P.M. Wind W.N.W. damp and raw coming in thick fog Steering S.S.W. Crew variously employed.

Middle Part wind N.W. Steady <sup>in force</sup> and direction 7 P.M. Shortened sail and Hove to on account of fog and Ice under single reefed Fore sail and Storm try sail Sky cloudy damp and raw foggy 6 A.M. passed a large Ice berg drifting N.E. 2 A.M. wind dropped off to calm

Latter Part calm and thick fog 5 A.M. fresh breeze springing up S. fog lifting Sky cloudy with rain long swell coming in S.W. Still Hove to pump vessel every four hours so ends this 24

Course S. by W. Lat  $48^{\circ}31'$  S. Lon  $37^{\circ}40'$  W.

Friday Nov <sup>the</sup> 17. 1893

This 24 hours first Light wind W. coming in squalls with rain at Meridian gbed over Heading S.S.W. of to S. Sky cloudy with sun breaking out now and then long swell from the W. Crew variously employed

Middle part wind generally freshening W. coming in squalls with light rain Sea smooth weather cold and blustering Sky dark cloudy 2 A.M. Strong snow squall Vessel Hove to Heading W.S.W. of to S.



New Bedford Mass Capt Joseph. Fuller Master. 1893

Leatter part Wind fresh S.W. unsteady in force and direction. At 6. A.M. Hoisted Jib and Flying Jib took in try sail and set single reefed Main sail Steering S by E 10. A.M. Strong and thick snow squall Hauled down Flying Jib took in Main sail and set storm try sail Steering S by W pump Vessel every four hours so ends this 24 hours

Course S. S. E.  $\frac{1}{4}$  E. Lat  $49^{\circ}25'N$  Lon  $37^{\circ}01'W$

Saturday Nov the 18. 1893

This 24 hours first part wind S.W. unsteady in force and direction Sky clear Sea smooth Vessel Heading S of to S. S. E. Crew variously employed

Middle part wind S.W. unsteady in force and direction 9 P.M. wind dropped of to calm Sails flapping Heavily 11 P.M. light breeze springing up S. S. E. gibbed over Steering S.W. Sea smooth Sky clear and cool Moon light

Leatter part wind S. E. light in force but Steady in direction 6. A.M. made Sail Steering S.W. Sky clear and warm sea smooth Saw more Ice bergs drifting N.E. pump Vessel every four hours so ends this 24 hours

Course S.  $\frac{3}{4}$  W. Lat  $49^{\circ}53'N$  Lon  $37^{\circ}09'W$



Remarks on Board Sch Francis Allyn of  
Sunday Nov <sup>the</sup> 19. 1893

This 24 hours first part light wind S.E. steady in force and direction 2 P.M. Shook reef from Fore Sail sea smooth sky clear and warm Steering a course S.S.W. Crew Variouslly employed

Middle part light Air S.E. unsteady in force and direction Sky clear moon light warm Steering S.S.W. 10 P.M. wind dropped of to calm sea smooth

Leatter part light air calm at times and unsteady Sky clear and pleasant gebbed over 10. A.M. with light breeze from the Wrd Steering S.S.W. pump Vessel every four hours so ends this 24 hours  
Course S. 4. E. Lat  $50^{\circ}16''$  S. Lon  $37^{\circ}10'$  W.

Monday Nov <sup>the</sup> 20. 1893

This 24 hours first part light wind W. unsteady in force and direction Steering S.S.W. Sky clear and warm sea smooth Crew Variouslly employed

Middle part wind W.S.W. Steady in force and direction coming in thick foggy 10 P.M. took in Flying jib jib and Fore stay Sail took in Main sail and set try sail Aove to Heading N.W. by N. of to N.E. by N.

Leatter part wind W.N.W. Light in force but steady in direction 5. A.M. gebbed over Heading W.S.W. of to S.E. Sea smooth weather damp and saw John. Antone. De Ross laid up with swollen feet Francisco Travarrese Sick with Venereal Disease pump Vessel every four hours so ends this 24 hours  
Course S. No Observation



New Bedford Mass. Capt Joseph J. Fuller Master. 1893  
 Tuesday Nov <sup>the</sup> 21. 1893

This 24 hours first part light wind W.N.W. steady in force and direction long swell heaving in Wrd. thick foggy damp and raw 3 P.M. fog lifts a little sun shining through it Still Aove to on account of Ice Heading S.W. by W. of to S.W. by S. crew variously employed

Middle part fresh breeze W.N.W. steady in force and direction sky clear and moon light weather raw and blustering Aove to Heading S.W. by W. of to S.W. by S. At Midnight wind W.S.W. vessel steering a course S. heavy sea running Wrd.

Latter part strong wind W.S.W. At Sunrise wind increasing took in fore & try sail and reefed the try sail Aove to Heading W.N.W. of to N.N.W. heavy sea running Wrd sky clear and cool pump vessel every two hours so ends this 24 hours

Course S. 4. E. Lat  $51^{\circ}16'$  N. Lon  $36^{\circ}49'$  W



Remarks On Board Sch. Francis. Callyn of  
Wednesday Nov <sup>the</sup> 22. 1893

This 24 hours first part comes in with  
Strong wind W. S. W. Steady in force and  
direction Sky clear Heavy sea running  
Wrd. Vessel Hove to under Single reefed  
Fore sail and reefed Storm try sail  
Crew Variously employed

Middle part wind slightly moderating  
W. S. W. Steady in force and direction  
Vessel Hove to Heading N. W. of to N. sea a little  
more smooth Midnight moderate wind  
W. S. W. Sea running down Sky clear and  
Moon light 3. A. M. Hoisted Fore stay sail  
steering a course S. W. by S.

Latter part moderate wind W. at  
Sunrise I took reef from try sail and Hoisted  
Jib Sky Over cast with dark and heavy  
clouds with light rain weather damp  
and raw sea running down Wrd. 10. A. M.  
saw an Ice berg drifting N. W. pump  
Vessel every four hours so ends this 24  
hours Course S. No. Observation

Thursday Nov <sup>the</sup> 23. 1893

This 24 hours first light wind W. Steady  
in force and direction Sky cloudy with  
light rain sea smooth. At Meridian  
passed a large Ice berg drifting N. W.  
Steering a course S. E. W. Crew Variously  
employed



New Bedford Mass Capt Joseph J. Fuller Master 1893

Middle part Wind W. Steady in force and direction but coming in squalls with cold rain 5 P.M. took in jib and Hove to for the night 7 P.M. heaved over to clear a large Ice berg Vessel heading N.W. of to N.N.W. At Midnight fresh Gale of wind S.W. coming in squalls but always blowing strong Sky clear at times and moon light Heavy sea running Wrd. Hoisted Fore Stay Sail and heaved over Steering S.W.

Latter part fresh Gale of wind S.W. coming in Heavy squalls At Sunrise Heavy Snow Squall Hauled down Fore Stay sail and took reef in try sail Hove to heading N.W. of to N. Sky clear Heavy sea running Wrd. Manual Run & aid up with Swollen Tree & pump Vessel every two hours so ends this 24 hours Course S.E. & Lat  $51^{\circ}44'$  S Lon  $35^{\circ}44'$  W.

Friday Nov <sup>the</sup> 24. 1893

This 24 hours first part wind moderates a little S.W. Steady in force and direction Sky clear and cool Heavy sea running Wrd. 2 P.M. Hoisted Fore Stay sail and wore ship Hove to heading S. of to S.E. & crew variously employed

Middle part wind moderates W.S.W. sea running down 9 P.M. Set jib Steering S. 11 P.M. wind freshens coming in squalls Sky clear at times and moon light Heavy swell Wrd. Latter Part moderate wind W.S.W. Steady in force and direction at Sunrise saw two large Ice bergs shook reefs out of try sail Set jib 11 A.M. took in try sail and set main sail shook reef from Fore <sup>Sail</sup> set & lying jib steering S. employed breaking out water and provisions pump Vessel every four hours so ends this 24 hours Course S.E.  $\frac{1}{2}$  E. Lat  $52^{\circ}27'$  S Lon  $34^{\circ}40'$  W.



Remarks On Board Schr Francis, Callyn of  
Saturday Nov <sup>the</sup> 24, 1893

This 24 hours first part light wind  
W. S. W. steady in direction but coming in  
squalls & P. M. took reef in Fore sail took in  
& lying jib steering S. S. W. Sky cloudy and rain  
smooth sea S. W. Saw another large Ice  
berg drifting N. E. Crew variously employed

Middle Part Strong breeze W. coming in  
squalls with snow but steady in direction  
7 P. M. took in Main sail and set Storm  
try sail steering S. S. W. Sky dark & cloudy  
and rain Sea smooth Midnight wind  
freshened with heavy snow squall

Latter Part wind Moderates W. N. W.  
coming in squalls steady in direction  
coming in thick fog Hauled down  
jib took in Fore stay sail Wore ship  
and Hove to heading N. W. of to N. N. W.  
At Sunrise fog lifts & heaved over  
Hoisted jib and Fore stay sail  
steering S. S. W. Sky overcast with  
clouds with sun breaking out now  
and then pump Vessel every  
four hours so ends this 24 hours  
Course S. by W.  $4^{\circ}$  W. Lat  $53^{\circ}36'S$  Lon  $35^{\circ}09'45''W$



New Bedford Mass. Capt Joseph J. Fuller Master 1893  
 Sunday Nov ~~the~~ 26. 1893

This 24 hours first Part light wind W.S.W. unsteady in force but steady in direction Sky clear sea smooth 3 P.M. passed an Ice berg drifting N.E. Raised the Island South Georgia bearing S.W. about 60 Miles distant Steering full and by Lever Variously employed

Middle Part light wind W.S.W. unsteady in force and direction 4 P.M. took in try sail and set Main Sail Steering full and by 6 P.M. wind dropped of Calm at times Saw more Ice sea smooth Sky clear and warm 8 P.M. Light breeze N.E. by N. Steady in force and direction Mid night Wore Ship and laid aback for daylight Heading N.W. 2 A.M. wind dropped of to calm sails Slating Heavily clear sky and moon light

Lo. after part Calm Vessel drifting about of shore Sky clear weather warm and pleasant sea smooth pump vessel every four hours so ends this 24 hours  
 Course S. by W.  $\text{Lat } 33^{\circ}43' \text{ S. Lon } 35^{\circ}13' \text{ W.}$

Monday Nov ~~the~~ 27. 1893

This 24 hours first Part calm Vessel drifting about sails slating Heavily Sky clear and warm sea smooth Lever variously employed

Middle part light breeze coming W.N.W. unsteady in force and direction Steering full and by Sky clear sea smooth. Lo. after Part light breeze W.N.W. unsteady in force and direction Vessel Steering for the land. Coming in thick fog 10 A.M. got up and bent on both cables to anchors Meridian fog lifted wind S. Sun breaking out now and then pump vessel every four hours so ends this 24 hours. No observations



Remarks On Board Sckr Francis Callyn of  
 Tuesday Nov <sup>the</sup> 28 1893

This 24 hours first part light <sup>wind</sup> S. Steady in force and direction sky overcast with fog clouds Vessel Heading into Royal Bay to take in water 5 p.m. came to an anchor in 17 fathoms of water payed out 40 fathoms on the Big L. chain Crew Variously employed

Middle part light wind S. Steady in force and direction 8 P.M. Set anchor Watcher Wind light S.E. coming in fog squalls Latter Part light winds S.E. clear employed taking in water so ends this 24 hours

Wednesday Nov <sup>the</sup> 29, 1893

This 24 hours first part wind freshens S.E. finished taking in Water

Middle part fresh winds S.E. coming in squalls some sea on 8 P.M. let go the Starboard anchor and gave it 30 fathoms of chain and 60 on the port chain

Middle part fresh breeze S.E. some sea sky cloudy 8 P.M. set the anchor watcher for the night

Latter Part wind moderates N 6 A.M. Hove up the Starboard anchor and Hove in 40 fathoms on the Port anchor sky clear sea smooth Crew employed Scrapeing down fore and Main Mast so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master <sup>1893</sup>  
 Thursday Nov <sup>the</sup> 30. 1893

This 24 hours first part light winds N.E.  
 Sky clear sea smooth crew Variously employed  
 Middle part light Wind N.E. clear sky  
 sea smooth 8 p.m. set the Anchor Watcher  
 Latter part wind S.E. light in force  
 and unsteady in direction sky clear  
 smooth sea so ends this 24 hours

Friday Dec <sup>the</sup> 1. 1893

This 24 hours first part light W.  
 Winds clear and warm sea smooth  
 crew Variously employed.

Middle part Wind freshens N.W.  
 coming in heavy squalls 8. P.M. set the  
 Anchor watches for the Night 9. P.M.  
 let go Starboard Anchor with 30  
 fathoms of chain payed out 30 fathoms  
 on Port Anchor. Sky cloudy some sea on  
 Latter part strong breeze N. coming  
 in heavy squalls with light rain  
 Sky cloudy some sea on so ends this 24 hours

Saturday Dec <sup>the</sup> 2. 1893

This 24 hours first part strong breeze N.W.  
 coming in strong squalls At Meridian  
 payed out 10 fathoms on Star board Anchor  
 2 P.M. moderates some sea on Sky clear at  
 times over cast with fog showers crew  
 Variously employed

Middle part wind W more steady in  
 8. P.M. Set the Anchor watches some sea  
 clear sky

Latter part light wind N.W. Sky cloudy  
 and rainy smooth sea so ends this  
 24 hours



Remarks On Board Schr Francis. Allen of  
 Sunday Dec ~~the~~ 3. 1893

This 24 hours first part wind W.  
 coming in strong squalls calm at  
 times clear and warm some sea on  
 2 P.M. wind squalls more moderate  
 crew Various employed

Middle Part light W. winds 8 P.M.  
 Set the anchor watches sky clear  
 and starlight some sea on

Latter part wind N. coming in  
 snow squalls light in force 8 A.M.  
 Hove up the Starboard anchor and  
 Hove in 25 fathom of chain on Port  
 anchor foggy and raw some sea on  
 so ends this 24 hours

Monday Dec ~~the~~ 4. 1893

This 24 hours first part light wind  
 N. sky overcast with fog clouds clear  
 at times some sea on crew Various  
 employed

Middle part wind N. light in force  
 clear sky starlight smooth sea

Latter part calm sky clear and  
 warm smooth sea so ends this  
 24 hours



New Bedford Mass. Capt Joseph J. Fuller Master  
 Tuesday Dec ~~the~~ 5. 1893

This 24 hours first part comes in with light breeze E. At 2. P.M. Hove up anchor and got under way with all sail set Vessel heading out of Royal Bay steering full and by sky overcast with clouds weather cool and raw crew variously employed

Middle part light wind E. Steady in force and direction some sea coming in foggy 7. P.M. took in Main top sail 9. P.M. Hauled down J. lying Jib took 2 reefs in Main sail At Midnight wind freshenes. E. Steady in direction took 1 reef in Fore sail steering N.E. sky dark cloudy snow coming thick and fast

Latter part strong breeze E. Steady in direction coming in squalls 3. A.M. Took in Main sail and set reefed Stovva try sail took in Jib and Hove to heading N.E. by E. of to N.E. Heavy fall of snow Heavy sea running E. 8. A.M. moderate a little more snow and rain squalls sky lighting up at times pump Vessel every two hours so ends this 24 hours

Drift course N. No Observation



Remarks on Board Schr Francis Alllyn of  
Wednesday Dec <sup>the</sup> 6. 1893

This 24 hours first part comes in  
with strong wind E. S. E. coming  
in squalls with snow and rain

3. P. M. Moderates a little sea a little  
more smooth Stop snowing Sky lighting  
up at times Vessel Hove to Heading  
N. N. E. of to N. E. Under Fore stay sail  
single reefed Fore sail and reefed storm  
try sail crew Various employed

Middle part wind Generally  
freshening E. E. coming in rain squalls  
but always blowing strong cool and  
raw Vessel Hove to Heading E. of to  
E. by N. Midnight wind E. S. E. blowing  
a strong Gale Heavy sea running  
E. E. Sky dark cloudy

Latter part Gale moderates wind  
E. coming in Heavy <sup>squalls</sup> Sky cloudy  
Heavy sea 4 A. M. run Vessel of  
to clear a large Ice Berg. and  
then Hove to again Heading E. S. E.  
of to E. N. E. 7. A. M. Hauled down  
Fore stay sail weather cold and  
raw pump Vessel every two hours  
so ends this 24 hours

Course N. N. E. Lat  $53^{\circ} 8' 57''$  Lon  $35^{\circ} 32' 45''$  W



1893

New Bedford Mass. Capt Joseph J. Fuller Master  
Thursday Dec ~~the~~ 7. 1893

This 24 hours first part comes in with  
Strong wind S. coming in squalls but  
always blowing strong Vessel Hove to  
Heading E.S.E. of to E.N.E. Sky cloudy  
lighting up sun breaking out at times  
Heavy sea S. cool and raw crew  
Variously employed

Middle Part wind Moderates S.E. & light  
in force and steady in direction 5 P.M.  
set fore stay sail saw another Ice berg  
8 P.M. wind light Set Jib and wore  
ship Heading S.W. by S. Shook reef from  
try sail Heavy swell & Vessel rolling  
and sails slatting heavily sky cloudy  
and raw mid night wind dropped of

Latter Part calm and unsteady  
6 A.M. Light air Wind set & lying Jib  
shook reef from fore sail took in try  
sail and set Main sail shook reef out  
steering a course S.E. by S. Sky cloudy  
7 A.M. light snow saw more Ice  
drifting N.E. smooth sea 8 A.M. wind  
N.W. 11 A.M. heaved over steering a course  
S.W. by S. pump Vessel every four  
hours so ends this 24 hours  
course S.E. & E.



Remarks On Board Schooner Francis Alllyn of  
Friday Dec the 8 1893

This 24 hours first part comes in with light wind W.N.W. Steady in force and direction sky clear and warm smooth sea Steering a course S.E. Crew Variously employed

Middle part wind Generally freshening W.N.W. Steady in direction coming in thick fog 7 P.M. shovened down sail for the Night 6 P.M. passed a large Ice berg. Steering S.E. Hove to from 8 to <sup>10 P.M.</sup> 2 A.M. fog lifts sky clear and starlight 1 A.M. shutting in thick Hove to again from 2 to 5 Made sail Steering S.E. wind N.W. passed numerous Ice bergs drifting N.E.

Latter Part light wind N. steady in force and direction 8 A.M. heaved over steering S.E. thick fog and light snow squalls pump Vessel every two hours so ends this 24 hours

Course S.E. No Observation



1893

New Bedford Mass Capt Joseph J. Fuller Master  
Saturday Dec <sup>the</sup> 9. 1893

This 24 hours first part comes in with light wind N. Steady in force and direction smooth sea thick fog damp and raw Steering course S. E. Crew Variously employed

Middle part light wind W. Thick fog 5 P.M. snow squall shortened down sail for the night 9 P.M. Hauled down Jib and Hove to Heading N. E. Mid night calm and unsteady smooth sea

Le. after Part Light air W. Made sail fog lifts wind dropping of Vessel drifting about Sky cloudy weather warm smooth sea 4 A.M. light breeze coming from N. N. E. Ice bergs all around the Horizon Steering S. E. pump Vessel every four hours so ends this 24 hours

Course S. E. 1/2 E.

Sunday Dec <sup>the</sup> 10 . 1893

This 24 hours first part light wind N. N. E. Steady in force and direction sky clear and warm 2 P.M. gebed over wind N. W. steering S. E. by S. smooth sea. saw large quantities of Ice Bergs Sky clouding up. cool and raw Steering a course S. E. Crew Variously employed

Middle part wind freshens N. W. steady in direction coming in thick snow squalls 6 P.M. shortened sail for the night 8 P.M. took in main sail set try sail wind freshening Hove to Heading N. N. E. of S. E. saw a large Ice berg heavy sea N. Mid night wind N. N. W. coming in heavy squalls 2 A.M. wore ship to clear Ice berg Heading W. by N. to W. S. W. thick fog Le. after Part wind moderates N. W. still Hove to thick fog pump Vessel every two hours so ends this 24 hours course drift S. W.



Remarks On Board Schr Francis. Callyn of New  
Monday Dec ~~the~~ 11. 1893

This 24 hours first part light wind  
N.W. steady in force and direction  
thick fog Vessel Hove to Heading W. of to  
W. S. W. under Fore stay sail Single reefed  
Fore sail and reefed Storm try sail  
Drifting course S.W. Crew Variously  
employed

Middle part light wind N.W. steady in force  
and direction thick fog and rain Vessel  
Hove to Heading W. of to W. S. W. 10. P. M.  
wove ship to clear Ice come to Heading  
N. N. E. of to N. E. Midnight fog lifts wind  
freshening W. coming in heavy  
squalls heavy sea running W.

Latter part Strong wind W. coming  
in squalls snowing thick and fast  
6 A. M. moderates a little saw quantities  
of drift Ice Still Hove to Heading  
N. W. of to N. N. W. 11 A. M. Sky clearing  
up stops snowing wove ship  
steering S. E. saw quantities of  
large Ice Bergs and drift Ice pump  
Vessel every two hours so ends this  
24 hours  
Course E. by S.



Bedford Mass. Capt Joseph J. Fuller Master 893  
 Tuesday Dec ~~the~~ 12. 1893

This 24 hour first part fresh wind W. coming in strong squalls Heavy Sea W. Sky Over cast with fog clouds 3 P. M. wind increasing steering S. E. crew variously employed

Middle part wind W. coming in squalls with snow but steady in direction 6 P. M. took 2nd reef in Fore Sail steering S. E. Heavy sea W. 9 P. M. Hove to Heading S. W. Midnight wore ship to clear ice Heading N. N. W. 3. A. M. shook 1 reef from Fore Sail steering S. E. 4. A. M. heaved over steering S. Large quantities of Ice bergs all around the Horizon

Sky cloudy cool and raw

Latter Part Strong breeze W. coming in squalls with snow cold and raw steering S. 5. A. M. saw a large Pack of Ice to the leeward Hauled up on the wind steering N. by E. heavy sea running W. Hove to Heading N. W. of to N. pump Vessel every two hours so ends this 24 hour course E. 1/2 N.



Remarks On Board Schr Francis Alllyn of  
Wednesday Dec ~~the~~ 13. 1893

This 24 hours first part wind  
moderate W. coming in squalls Heavy  
sea running W. Sky clearing up Sun  
shining Vessel Heading N.W. of to N.  
2 P.M. wind moderate Set Jib wore  
ship sea running down to in by Sail  
and set 2 reefed Main Sail Steering  
a course S. by W. Crew Variously  
employed

Middle part light wind W steady  
in force and direction sea running  
down to P.M. shook 1 reef from Main  
Sail Steering S. by W. Saw a large  
pack of Ice to the leeward tacked ship  
Set J. lying Jib Steering full and  
by Sky clear 7 P.M. shook reef from  
Fore sail

Mid night wind W.N.W. light  
and unsteady tacked ship Heading  
S.W. Sky cloudy cool and raw

Leatter Part calm and unsteady  
5 A.M. tacked ship Heading N.W. by N.  
wind dropped of employed breaking  
out provisions pump Vessel  
every four hours so ends this 24 hours  
course full and by



1893

New Bedford Mass. Capt Joseph J. Fuller Master  
 Thursday Dec ~~the~~ 14. 1893

This 24 hours first part light breeze  
 springing up W.S.W. Steady in force and  
 direction smooth sea saw more Ice 4 P.M.  
 tack ship steering S.W. crew variously  
 employed

Middle part wind W.N.W. unsteady  
 in force but steady in direction Ice  
 Bergs all around the Horizon Sky cloudy  
 smooth sea wind dropping of steering  
 full and by 10 P.M. took reef in fore  
 sail Midnight wind freshens N.W.  
 coming in thick snow squalls  
 steering S.W. by S. 1 A.M. Hauled down  
 flying jib 3 A.M. saw large quantities  
 of large and small Ice Bergs. Hauled  
 up on the wind and stood to the  
 Wrd. coming in thick fog

Latter part fresh breeze N.W. steady  
 in force and direction coming in  
 thick snow squalls Sun breaking  
 out at times steering full and by  
 pump vessel every four hours  
 so ends this 24 hours

Course S.W. by W.  $\frac{1}{2}$  W.



Remarks On Board Schr Francis Allyn  
Friday Dec ~~the~~ 15. 1893

This 24 hours first part fresh wind  
W. coming in thick snow squalls  
Saw more large and small Ice bergs  
all through the watch Sky over  
cast with clouds sun shining  
at time some sea W. 4 P.M. Set  
T. lying Jib Steering S. Crew  
Variously employed

Middle part wind freshens N.E. Saw  
a large Pack of Ice to the leeward  
turned out all reefs and set Main  
top sail Hauled up on the wind to  
get clear Steering N.W. coming in  
thick fog some sea W. 9 P.M. took  
in top sail. Mid night thick fog  
blowing fresh N.N.E. took 1 reef in  
Main Sail Hauled down T. lying Jib

Latter Part fresh wind N.E.  
thick fog and rain 7 A.M. took 1  
reef in Fore Sail snowing thick  
and fast 10 A.M. wind Hauled  
suddenly W.S.W. latched ship steering  
full and by some sea W. pump  
Vessel every four hours so ends  
this 24 hours

Course W.N.W.



1893

of New Bedford Mass Capt Joseph J. Fuller Master  
Saturday Dec ~~the~~ 16 1893

This 24 hours first Part wind W.S.W. unsteady in direction coming in strong squalls with snow Ice Bergs all around the Vessel set Flying jib 1 P.M. wind hauled N.W. blowing fresh stops snowing coming in thick fog tack'd ship heading S.W. sun breaking out at times 4 P.M. hauled down Flying jib crew variously employed

Middle Part strong wind W.N.W. coming in heavy squalls steering S.W. by W. 8 P.M. saw large quantities of Ice ahead tack'd ship standing to the Wrd. heavy sea running S.W. 10 P.M. wind blowing a fresh Gale with snow squalls mid night saw more Ice Bergs ahead took in main sail set reefed storm try sail took in jib hove to heading W. wind S.W. blowing a strong Gale snowing thick and fast heavy sea running 2 A.M. stops snowing lights up 3 A.M. more rain and sleet running Vessel of N. by W.

Later part fresh Gales from S.W. coming in heavy squalls Very high sea 5 A.M. hauled down fore stay sail and hove to heading W. 8 A.M. took in try sail and wove ship to clear Ice Bergs 9 A.M. wind moderates with clear sky running Vessel of raised the Island Geogies bearing W.S.W. about 50 miles distance 10 A.M. set jib and fore stay sail set main try sail steering N.W. by N. pump Vessel every two hours so ends  
This 24 hours  
Course N.



Remarks On Board Schr Francis Allen of  
Sunday Dec ~~the~~ 17 1893

This 24 hours first part light wind  
W.S.W. sea running down I took reef  
from fore sail and try sail large  
and small Ice Berge all around  
the Vessel. Heading N.W. 1 P.M. wind  
dropping of Vessel rolling and sails  
slatting heavily 4 P.M. light breeze  
springing up from the W. and steering  
full and by sky clear & crew  
variously employed

Middle part wind N.W. unsteady  
in force and direction 6 P.M. set  
Flying jib took 1 reef in fore sail  
took in try sail and set 2 reefed main  
sail steering S.W. toward the land  
9 P.M. laid aback for the night sky  
over cast with clouds mid night wind  
dropped of sails slatting heavily 1 A.M.  
fresh breeze springing up from the  
S.E. steady in force and direction  
tacked ship steering S.W. took in  
Flying jib 3 A.M. snowing thick and  
fast passed more Ice Berge

Later part fresh wind S.E. steady  
in direction coming with thick  
snow 7 A.M. wore ship and hove  
to heading to the E. and heavy swell  
on 11 A.M. saw more Ice ahead wore ship  
steering S. by W. snowing thick and  
fast pump Vessel every two hours  
so ends this 24 hours

Course S.W.



1893

New Bedford Mass Capt Joseph J. Huller Master  
Monday Dec ~~the~~ 18. 1893

This 24 hours first part Strong wind S.E. Steady in direction coming with thick snow sea running down 4 P.M. stops snowing sky lighting up saw the Island bearing S.W. about 15 miles distance Vessel standing in to the land crew variously employed

Middle part wind freshens S.E. Steady in force and direction 8 P.M. took in jib took in main sail set reefed storm top sail sky clear 9 P.M. wind dropping of calm at times throughout the watch Vessel laying aback for the night Sea smooth

Later part calm and unsteady from N.W. Vessel drifting about 9 A.M. Made all sail 10 A.M. Light breeze N Steady in force and direction Heading in to the land pump Vessel every four hours so ends this 24 hours

Tuesday Dec ~~the~~ 19. 1893

This 24 hours first part light wind N. Steady in force and direction Vessel Heading in to Royal Bay Middle part wind light and unsteady calm at times clear sky some sea N. 8 P.M. got up the cables midnight wind dropped of lowered down Boats and towed in 3 A.M. let go the port anchor payed out 45 fathoms of chain

Later part calm sky clear and warm smooth sea 11 A.M. light wind from the N.W. employed breaking out provisions and repairing main top sail so ends this 24 hours



Remarks On Board Schr Francis Allyn of  
Wednesday Dec ~~the~~ 20. 1893

This 24 hours first part light winds  
from the Nwd Sky clouding up employed  
getting Water finished repairing Main  
Top Sail

Middle part wind N coming in squalls  
calm at times coming in thick fog  
Smooth sea 8 P.M. set the anchor  
watches for the night midnight rain  
showers

Later Part wind from the Nwd  
coming in squalls raining steadily  
so ends this 24 hours

Thursday Dec ~~the~~ 21. 1893

This 24 hours first part light wind  
N unsteady in force and direction  
rain and sleet

Middle part calm and unsteady  
from the Nwd. Sky clear and starlight  
8 P.M. set the anchor watches for the  
night Later part calm and thick fog  
some sea on so ends this 24 hours

Friday Dec ~~the~~ 22 1893

This 24 hours first part light breeze  
springing up S.E. steady in force and  
direction Sky overcast with fog clouds  
Sun breaking out occasionally 4 P.M.  
wind freshens S.E. some sea on levee  
Variously employed

Middle part fresh wind N.E. steady in force  
and direction Heavy swell on foggy and raw  
8 P.M. set the anchor watches Later part calm  
and warm 10 A.M. light breeze from the Nwd  
employed repairing Storm try sail Sky clear  
in evening so ends this 24 hours



1893

New Bedford Mass Capt Joseph J. Fuller Master  
 Saturday Dec ~~The~~ 23. 1893

This 24 hours first part light winds N  
 unsteady in force and direction some sea on  
 employed taking in water and finished  
 repairing top sail Sky clear and warm.

Middle part light breeze springing up  
 S.E. Some sea on clear Sky 8 P.M. set the  
 anchor watches for the night midnight  
 wind freshens from the E. wd coming in  
 snow squalls

Latter part light winds from the E. wd  
 coming in snow squalls 9 A.M. wind  
 more steady Sky clear and warm  
 crew variously employed so ends this  
 24 hours

Sunday Dec ~~The~~ 24 1893

This 24 hours first part light winds  
 from the E. wd steady in direction  
 but coming in squalls calm at times  
 some sea on crew variously employed

Middle part light wind from the E. wd  
 Sky over cast with fog clouds 8 P.M. set  
 the anchor watches for the Night midnight  
 wind coming in squalls with snow

Latter Part Calm smooth sea  
 3 A.M. rain showers 10 A.M. light breeze  
 springing up from the N. wd. clear sky  
 So ends this 24 hours.



Remarks On Board Vchr Francis Lillyn  
Monday Dec ~~the~~ 25 1893

This 24 hours first part light winds from the Nwd sky over cast with flying clouds some sea on leew. Variously employed

Middle part light wind unsteady in force but steady in direction clear sky. Latter part Nly winds coming in heavy squall sky over cast with dark fog clouds clear at times smooth sea so ends this 24 hours

Tuesday Dec ~~the~~ 26 1893

This 24 hours first part wind squalls more moderate from the Nwd and Ewd. sky clear smooth sea leew Variously employed

Middle part Nly winds coming in squalls clear sky 8 P. M. set the anchor watches smooth sea Midnight wind freshens

Latter part wind from the Nwd coming in heavy squalls at intervals but always blowing strong sky over cast with fog clouds smooth sea still laying to anchor so ends this 24 hours



of New Bedford Mass Capt Joseph J. Fuller Master 1893  
 Wednesday Dec <sup>the</sup> 27. 1893

This 24 hours first part Strong wind from the N.W. coming in Heavy squalls 3 P.M. wind moderates a little N.W. sky clearing up smooth sea crew variously employed

Middle part wind N.W. coming in squalls clear sky smooth sea 8 P.M. set the anchor watches Latter part light wind N.W. calm at times 9 A.M. Afore up anchor and got under way with all sail set 10 A.M. took 1 reef in Main sail long and heavy swell from the N.W. Steering S. E. by E. Sky clear and warm pump Vessel every four hours so ends this 24 hours

Thursday Dec <sup>the</sup> 28. 1893

This 24 hours first part wind coming from the W. light in force and unsteady in direction sky clear and warm long swell on the sea Steering S. E. by E. crew variously employed

Middle part light wind N.W. steady in direction unsteady in force P.M. heaved over Steering E. by S. Heavy swell from <sup>the</sup> N.W. Latter part light wind N.W. steady in force and direction 6 A.M. shook reef from Main sail clear sky and warm saw more Ice Bergs all around the Horizon 8 A.M. took 1 reef in Main sail Steering E. S. E. Heavy swell from the N.W. coming in thick fog pump Vessel every four hours so ends this 24 hours



Remarks On Board Schr Francis C. Lynn of  
Friday Dec ~~the~~ 24. 1893

This 24 hours first part comes in with light wind from the N.W. steady in direction generally freshening Meridian took 2nd reef in main sail 1 in Fore sail steering a course E. S. E. foggy and raw sun shining through at times saw more Ice Bergs all through the watch Heavy swell from the N.W. crew variously employed

Middle part Strong wind N. N. E. steady in force and direction Heavy sea running from the N.W. 6 P.M. took in flying jib thick fog Ice Bergs all around the vessel Wove ship Hauled upon the wind steering E. S. E. 7 P.M. carried away flying jib boom 8 P.M. got the rigging cleared up took in main sail and Hauled down jib Set reefed storm try sail Hove to heading N. N. W. of to N. W. rain showers

Latter Part strong wind N. N. E. coming in heavy squalls thick fog and rain sea running down a little 9 A.M. run vessel of to clear Ice Berg Hove to again heading N. N. W. of to N. W. under Fore stay sail Single reefed Fore sail and reefed storm try sail 10 A.M. saw more Ice Bergs wind moderates a little pump vessel every two hours so ends this 24 hours

Course Drift N. N. W.



New Bedford Mass Capt Joseph P. Fuller Master 1893  
 Saturday Dec ~~the~~ 30. 1893

This 24 hours first part moderate wind from the N.W. steady in force and direction thick fog Heavy swell from the N.W. 1. P.M. set Jib still Hove to Heading N.W. 4 P.M. wind dropped of to calm and unsteady from the N.N.W. saw more Ice Berge Vessel Heading W. Crew Variouslly employed

Middle Part light wind N.W. steady in force and direction thick fog 6 P.M. Shook reef from fore sail fog clearing up a little at times raised South Georgies bearing N.N.W. about 40 miles distant Shook reef from try sail Heading W. saw more Ice Berge 9 P.M. coming in thick fog took 1 reef in fore sail 1 in try sail still Hove to Heading W. of to N.N.W. Heavy swell on

Latter part light wind N.W. steady in force and direction thick fog sun breaking out at times Heavy swell on saw more Ice Berge 7 A.M. fog lifts Shook reef from fore sail took in try sail and set single reefed Main sail 8 A.M. wind freshens Steering full and by 10 A.M. wind dropped of to calm Vessel rolling and sails slatting heavily pump Vessel every two hours so ends this 24 hours  
 Course full and by



Remarks On Board Vchr Francis Alllyn of  
Sunday Dec <sup>the</sup> 31. 1893

This 24 hours first part be calm clear  
sky and warm Heavy swell on Vessel Rolling  
and sails flapping Heavily Drifting about  
2 P.M. fresh wind from the N.W. coming in  
Heavy squalls Steering full and by 4  
P.M. run Vessel of to clear Ice Berge  
Heavy sea from the N.W. ever variously  
employed

Middle part blowing a fresh E. gale  
from the N.W. Heavy sea running  
from the N.W. run Vessel of to clear Ice  
Berge Wore ship and come around on the  
other tack 6 P.M. took 1 reef in Fore Sail  
sky over cast with clouds 8 P.M. took 2nd  
reef in main Sail laid aback for the night  
Mid night rain and fog showers 2 A.M.  
Heavy fall of snow Wind hauled to S.W.

Latter part wind light S.W. sea  
running down 5 A.M. shook reef from  
Fore Sail 1 from main Sail 7 A.M. wind  
freshens coming in squalls with snow  
took 1 reef in Fore Sail Vessel heading  
up the land 9 A.M. wind more moderate  
shook reef from Fore Sail sky clear at  
times 11 A.M. wind wind dropped of  
pump Vessel every four hours so  
ends this 24 hours

Course full and by



New Bedford Mass. Capt Joseph H. Fuller Master  
Monday Jan <sup>the</sup> 1. 1894

This 24 hours first part comes in with light breeze springing up from the Wrd. Clear sky 2 P.M. wind freshens coming in strong squalls W.W.W. took 1 reef in Fore Sail 1 in Main Sail Heavy sea from the Wrd. Steering full and by crew variously employed

Middle part Strong wind W.W.W. coming in Heavy squalls 6 P.M. Had a Heavy snow squall blowing Strong Heavy sea from the Wrd. Stops snowing sky clear Vessel Heading in towards the land Steering full and by 7 P.M. wind moderates a little Wore ship and come around on the other tack took in main sail set reefed storm try sail laid a back for the night Midnight sea running down a little clear sky

Latter part Strong wind W.W.W. steady in direction but coming in Heavy squalls sea running down 6 A.M. wore ship Steering S. took in try sail set 2 reefed Main Sail S. took reef from Fore Sail 1 from Main Sail Vessel Heading in to Royal Bay to repair Flying Jib boom and Head gear Smooth sea in the Bay wind coming in squalls light at times Clear sky 8 A.M. Got up the cables 10 A.M. come to anchor in 17 fathoms of water payed out 45 fathoms of chain on port anchor Sky overcast with Heavy dark clouds employed Working on Flying Jib boom so ends this 24 hours



Remarks On Board Ychr Francis Allen of  
 Tuesday Jan ~~the~~ 2. 1894

This 24 hours first part light wind  
 from the NW. sky dark cloudy smooth  
 sea and calm 2 P.M. raining steadily.  
 3 P.M. turning in to snow coming thick  
 and fast employed working on Flying  
 Jib boom

Middle part Snowing thick and fast  
 without a breath of air smooth sea 8 P.M.  
 Set the anchor watches for the night  
 Midnight snowing turning in to  
 rain and sleet 2 A.M. wind N.W.  
 coming in fresh squalls

Latter part wind N.W. fresh in  
 force but uns steady in direction  
 Had a Heavy rain fall 5 A.M. sky  
 clearing up Sun shining out 8 A.M.  
 wind freshens N.W. coming in Heavy  
 squalls Sky clouding up more snow  
 and sleet some sea on employed  
 working on Flying Jib boom Still  
 laying at anchor so ends this 24  
 hours



1894

New Bedford Mass. Capt Joseph J. Fuller Master  
Wednesday Jan <sup>the</sup> 3. 1894

This 24 hours first part wind S.W. coming in Heavy squalls at intervals some sea on Sky cloudy and thick snowing thick and part employed working on T. lying Jib boom and Head Gear

Middle part fresh wind S.W. coming in Heavy squalls 8 P.M. Set the Anchor Watcher for the Night Let go Starboard Anchor Payed out 35 fathoms of chain 60. On Port Anchor Snowing steadily some sea on Midnight more moderate Still snowing

Latter Part wind S.W. light in force coming in snow squalls 6 A.M. stops snowing Sky clearing up sun shining clear and warm smooth sea employed working on T. lying Jib boom & gear

So ends this 24 hours

Thursday Jan <sup>the</sup> 4 1894

This 24 hours first part calm and unsteady from the S.W. clear and warm smooth sea 4 P.M. light air from the S.W. Sky dark cloudy and damp Timothy Fields sprained his ankle employed setting up T. lying Jib boom & gear

Middle part calm and unsteady from the S.W. sky overcast with Heavy Black clouds light rain at times smooth sea 3 P.M. Had a thick snow squall Latter part light air from the S.W. coming in thick fog showers 9 A.M. fog lifts sun shining warm and Pleasant finished working on Head Gear smooth sea still laying at anchor So ends this 24 hours



Remarks On Board Schs Francis. Allyn of  
Friday Jan <sup>the</sup> 5. 1894

This 24 hours first part calm and  
unsteady from the S.W. clear and  
warm smooth sea Bending on  
S. lying Jib and other wise employed  
Middle part calm coming in thick  
foggy 8 P. M. Set the anchor watches  
midnight Sky clear and twilight

Later part light wind from the  
W. coming in fresh squalls occasionally  
smooth sea 8 A. M. Hove up the Starboard  
Anchor employed taking in water  
till laying at anchor so ends this  
24 hours

Saturday Jan <sup>the</sup> 6. 1894

This 24 hours first part comes in  
with wind S. fresh in force and  
squally blue sky and clouds some sea  
on finished taking water

Middle part sky overcast with  
clouds wind coming from the S.W.  
squally at times cool and saw some sea on

Later part light Westery winds  
coming in fresh squalls at times  
sky clearing up 6 A. M. Hove up anchor  
and got under way under S. hoot. S.ail  
Heading out of Royal Bay 7 A. M. wind  
dropped of 8 A. M. light breeze springing  
up S. E. shook reef from main S.ail  
and made all sail 11 A. M. stowed the  
cables below sky clear and pleasant  
Heavy swell from the N.W. steering  
a course N. N. E. pump vessel every four  
hours so ends this 24 hours



1884

New Bedford Mass Capt Joseph J. Fuller Master  
Sunday Jan <sup>the</sup> 7. 1894

This 24 hours first part comes in calm  
Heavy swell from the N.W. Vessel rolling  
and Sails slatting heavily 3 P.M. fresh  
breeze springing up W.N.W. 4 P.M. took in  
Flying jib wind generally freshening  
5 P.M. took 1 reef in Main Sail Sky clear  
and cool. Crew Variouslly employed  
Steering course N.N.E.

Middle part fresh breeze from the W.N.W.  
Steady in force and direction sea a  
little more regular Sky clear and cool  
Steering N.N.E.

Latter part moderate wind N.N.W.  
steady in force and direction Sky cloudy  
saw Ice bergs to the N.W. Set Flying jib  
8 A.M. coming in thick foggy damp  
and raw wind Hauled N.W. 11 A.M.  
fog lifts sun shining out Steering N.E.  
pump Vessel every four hours so  
ends this 24 hours

Course N.N.E.

Monday Jan <sup>the</sup> 8. 1894

This 24 hours first part moderate  
wind from the N.W. steady in force and  
direction some sea from the N.W. sky  
cloudy sun shining at times 3 P.M. dark  
cloudy and thick Steering E. by N. crew  
Variouslly employed

Middle part moderate wind from the N.W.  
Steady in force and direction smooth sea  
Sky dark cloudy Steering E. by N.

Latter part moderate breeze from the N.W.  
passed three Ice bergs drifting N.E. sea smooth  
Sky cloudy and damp Steering E. by N. pump  
Vessel every four hours so ends this 24 hours  
Course E. by N.



Remarks On Board Vchr Francis Cullen of  
Tuesday Jan <sup>the</sup> 9. 1894

This 24 hours first part comes in  
with fresh wind N. by E. Steady in  
force and direction some sea thick  
fog and rain showers all through  
the watch at 4 P.M. took 1 reef in  
Fore Sail Steering E. by N. Crew  
variously employed

Middle Part moderate wind N. by E.  
Steady in force and direction thick  
foggy some sea from W. at 7 P.M. took  
2d reef in main sail steering E. by N.

Latter part light wind from  
the N. wd steady in force thick fog  
and raining steadily 5 A.M.

Shook reef from Fore Sail 7 A.M.

Shook 1 reef from main sail

Steering E. by N. wind Hauled W. by S.

stops raining fog lifting at times

9 A.M. heaved over Steering E. by S.

Sky dark cloudy and damp 11 A.M.

more rain wind generally freshening

W. S. W. pump Vessel every four

hours ends this 24 hours

Course E. 1/2 N.



1894

New Bedford Mass. Capt Joseph J. Fuller Master  
Wednesday the 10. 1894

This 24 hours first part comes in with fresh wind N.W. steady in force and direction rain and fog showers some sea from the Wrd Sky clearing up Sun shining at times cool and raw Steering E by S. 5 P.M. passed an Ice berg wind coming in fresh squalls Sky dark cloudy took in Flying jib took reef in Fore Sail 6 P.M. took <sup>2nd</sup> reef in Main Sail saw another large Ice berg to leeward Leewards variously employed

Middle part wind moderates a little N.W. steady in force and direction 9 P.M. coming in thick foggy Mid night wind hauled to N.W. hebbled over steering E.N.E. Heavy sea running W.

Leatter Part moderate wind N.W. steady in force and direction thick fog damp and raw 5 A.M. rain and fog showers Heavy sea from the Wrd 8 A.M. shook reef from Fore Sail 11 A.M. fog lifted Sun breaking out at times Steering E by N. pump vessel every four hours so ends this 24 hours Course E 1/2 N.



Remarks On Board Schr Francis Lillyn of  
Thursday Jan ~~the~~ 11. 1894

This 24 hours first part comes in  
with fresh breeze W.N.W. steady in  
force and direction Sky dark cloudy  
Heavy sea from the Wrd Steering  
E by N. 5 P.M. wind Hauled to W.S.W.  
gebbed over steering E. Sky clearing  
up sun shining out Crew

Variously employed

Middle part wind W.S.W. fresh in  
force but steady in direction Heavy  
sea running from the Wrd 8 P.M.  
took 1 reef in Fore Sail Sky clear  
Steering E by N. Midnight dark cloudy  
3 A.M. wind Hauled to N.W. gebbed  
over steering E.

Latter Part moderate breeze N.W.  
steady in force and direction  
Sky dark cloudy and cool 8 A.M.  
Set Flying jib Shook reef from  
Fore Sail 1 from Main Sail  
Steering E pump Vessel every  
four hours so ends this 24 hours  
course E.



1884

New Bedford Mass Capt Joseph J. Fuller Master  
Friday Jan the 12. 1884

This 24 hours first part wind N.N.E.  
Steady in force and direction coming  
in foggy Meridian passed an Ice berg  
1 P.M. took in Flying Jib took 1 reef  
in Fore Sail Heavy sea from the Wnd  
2 P.M. fog and rain showers 3 P.M.  
wind freshens coming in strong  
squalls took in Main Sail Set reefed  
storm try Sail Hove to Heading  
E.N.E. raining steadily to view  
variously employed

Middle part fresh wing N.N.E.  
Steady in force and direction sky  
dark cloudy and rainy Heavy sea  
running from the Wnd 10 P.M.  
wind hauled suddenly to W.S.W.  
blowing a strong Gale Hauled down  
Jib cold and blistering mid night  
wind coming in heavy squalls  
but always blowing strong sky  
clear at times and starlight  
3 A.M. Hauled down Fore Stay Sail  
Very Heavy sea from the Wnd still  
Hove to Heading W by N.

Latter part Strong Gale W.S.W.  
coming in Heavy squalls sky  
over cast with dark heavy clouds  
lighting up at times sun shining  
out Heavy sea W. Vessel rolling  
heavily still Hove to Heading W of  
to W.S.W. pump Vessel every two  
hours so ends this 24 hours  
Course drift



Remarks On Board Schr Francis Cully of  
Saturday Jan <sup>the</sup> 13. 1894

This 24 hours first part Gale  
moderate W.S.W. but coming in  
Heavy squalls Heavy sea from the  
Wrd Sky over cast with flying clouds  
sun breaking out at times cool  
and saw still Aove to Heading  
W. of to W.S.W. under single reefed  
Main <sup>Fore</sup> sail reefed storm try sail  
to view variously employed

Middle part wind moderating  
W.S.W. move steady in force and  
direction Sea running down a  
little Motion of Vessel move easy  
6 P.M. Set jib and Fore stay sail  
shook reef from try sail Steering  
N.N.E. Sky over cast with flying  
clouds 4 P.M. took in Main <sup>try</sup> sail  
set single reefed Main sail gebed  
over to clear Ice

Leatter part Moderate wind from  
W.S.W. to 6 A.M. Set Flying jib shook  
reef from Fore sail 7 A.M. passed  
3 Ice bergs wind Hauled to  
W.N.W. Steering N.N.E. Sky dark  
cloudy coming in foggy sea rough  
pump Vessel every two hours  
so ends this 24 hours  
Course N.E.



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Jan ~~the~~ 14. 1894

This 24 hours first part moderate  
 wind N.W. Steady in force and direction  
 thick fog rough sea from the Wrd 2 P.M.  
 fog lifts saw large and small Ice bergs  
 all through the watch Steering N.E.  
 Crew Variously employed

Middle part wind N.W. light in force  
 but Steady in direction thick fog at times  
 fighting up 8 P.M. took reef in Fore  
 Sail Heavy swell from the Wrd. Saw  
 Ice bergs all through the watch 3 A.M.  
 wind Hauled to N.N.E. run Vessel off  
 to clear Ice Bergs Steering N.E.

Latter part light wind N.E. Steady  
 in force and direction 6 A.M. shook  
 reef from Fore Sail sea smooth  
 thick fog at times Vessel literally  
 surrounded on all sides by large  
 and small Ice Bergs 9 A.M. fog and  
 rain showers 11 A.M. wind Hauled  
 to the Swd. and Ewd. Tacked Ship  
 Steering to N.E. by E. raining steadily  
 pump Vessel every four hours  
 so ends this 24 hours  
 Course E.N.E.



Remarks On Board Schr Francis Lillyn  
Monday Jan ~~the~~ 15. 1894

This 24 hours first part comes in with wind S.E. light in force and steady in direction smooth sea 1 P.M. took 1 reef in Fore sail raining steadily Vessel sailing through large Ice Berge wind generally freshening 4 P.M. stops raining Sky dark cloudy coming in foggy 6 P.M. took in Main Sail Set reefed storm try sail Steering N.E. by E. Crew variously employed

Middle part S.E. fresh in force but steady in direction Heavy sea from the S.W. Sky dark cloudy and foggy Midnight wind hauled S. Steering E. by N.

Latter part wind S.W. moderating but steady in direction Heavy sea from the S.W. sky overcast with flying clouds 8 A.M. shook reef from try sail sky clear sun shining Meridian took in try sail set two reefed Main Sail Steering E. pump Vessel every four hours so ends this 24 hours  
Course N.E. by E.



1894

of New Bedford Mass Capt Joseph J. Fuller Master  
Tuesday Jan the 16. 1894

This 24 hours first part light wind  
W.S.W. steady in force and direction  
Sky clear Heavy sea S.W. 4 P.M. saw an  
Ice berg Steering E.S.E. crew Various  
employed

Middle part wind W.S.W. steady in  
direction but coming in squalls  
at times Heavy sea S.W. blue sky and  
clouds 6 P.M. shook reef from Fore sail  
Steering E.S.E. passed 4 Ice bergs

Latter part wind W.S.W. steady in force  
and direction Heavy sea S.W. saw more  
Ice at times through out the watch clear  
sky and clouds Sun shining Steering  
E.S.E. pump Vessel every four hours  
so ends this 24 hours

Course E.  $\frac{1}{4}$  N.

Wednesday Jan the 17. 1894

This 24 hours first part wind W.S.W.  
light in force steady in direction  
Heavy sea from the S.W. Sky clear 2 P.M.  
passed 2 Ice Bergs 6 P.M. Sky cloudy with  
light rain squalls Steering E.S.E. crew  
Various employed

Middle part wind W.S.W. fit pull and squally  
in force accompanied with hail and rain  
steady in direction Heavy sea S.W. 3 P.M. shook  
out all reefs from main sail and set Fly  
jib Sky dark cloudy Steering E.S.E.

Latter part wind W.N.W. unsteady in force  
and direction sea smooth Sky dark cloudy  
3 A.M. set main top sail 7 A.M. heaved over  
Steering E. by S. employed breaking out  
Water and provisions pump Vessel every  
hours so ends this 24 hours

Course E.  $\frac{1}{2}$  N.



Remarks On Board Schr Francis Dallyn of  
Thursday Jan <sup>the</sup> 18. 1884

This 24 hours first part wind N. S. W. Steady in force but unsteady in direction. Some sea from the N. W. Sky overcast with heavy dark clouds 4 P. M. passed an Ice Berg to the S. W. wind hauling to the N. W. generally freshening all sail set steering E. S. E. Crew variously employed

Middle part fresh wind N. coming in squalls with light rain Steady in direction 8 P. M. took in top sail took reef in main sail 10 P. M. took in flying jib Sky dark cloudy and damp steering a course E. S. E.

Latter part fresh breeze N. Steady in force and direction Sky dark cloudy heavy swell from the N. W. 7 A. M. set flying jib 11 A. M. passed an Ice berg steering S. E. by E. pump vessel every four hours so ends this 24 hours  
Course E  $\frac{1}{2}$  S.

Friday Jan <sup>the</sup> 19. 1884

This 24 hours first part light wind from the N. W. unsteady in force and direction coming in foggy with light fog showers 1 P. M. saw an Ice Berg to the S. W. heavy swell from the N. W. 4 P. M. wind dropping of sails slatting heavily steering a course S. E. by E. Crew variously employed



1894

New Bedford Mass Cap Joseph F. Fuller Master  
 Middle part light wind W.N.W. unsteady  
 in force and direction thick fog and calm  
 at times rough cross sea Vessel rolling  
 and sails slatting Heavily 7 P.M. gebbed  
 over 8 P.M. parted Main Boom Pennant  
 wind dropped of to calm & lowered main  
 sail down Midnight calm and thick  
 fog 2 A.M. fog lifts light air W.S.W.  
 Hoisted Main sail & steering E.S.E.

Latter part light wind W.S.W. unsteady  
 in force and direction Sky over cast with  
 fog clouds 7 P.M. wind N.W. gebbed over  
 9 A.M. fog showers some sea from the Wrd  
 pump Vessel every four hours so  
 ends this 24 hours

Course E.

Saturday Jan <sup>the</sup> 20. 1894

This 24 hours first part light wind  
 N.W. unsteady in force and direction  
 1 P.M. gebbed over & steering S.E. Heavy swell  
 coming from N.W. Sky over cast with fog  
 clouds sun shining out at times 2 P.M.  
 wind freshens & crew variously employed  
 steering S.E.

Middle part light wind W.S.W. steady  
 in force but unsteady in direction  
 Heavy swell W.N.W. Sky dark cloudy mid  
 night gebbed over wind hauling to N.W.  
 steering S.E. Latter part wind N.N.E.  
 unsteady in direction coming in  
 squalls with rain took in Fly jib 7 A.M.  
 saw an Ice berg to the Swd wind blowing  
 strong took 1 reef in Fore sail 2nd  
 reef in Main sail 9 A.M. blowing  
 a fresh Gale took in Main sail & 1st reef  
 & storm try sail Hauled down jib



Remarks On Board Schr Francis, Alyn of  
 11 A.M. wind coming in strong squalls  
 Hauled down Fore Stay Sail Hove to  
 Heading E.N.E. of E.S.E. Heavy fall of rain  
 Heavy Sea W.E. pump Vessel every two  
 hours so ends this 24 hours  
 Course E. by S.

Sunday Jan. ~~the~~ 21. 1894

This 24 hours first part fresh Gale  
 N.E. coming in squalls Heavy Sea  
 from the N.W. 2 P.M. Gale Moderates  
 coming from N.W. stops raining  
 sky lighting up Still Hove to Heading  
 N. of N.N.E. Crew Variously employed

Middle part Strong wind N.W. coming  
 in squalls Steady in direction  
 at 3 P.M. Sprung Flying Jib Boom  
 6 P.M. Hoisted Fore Stay Sail steering  
 Course E. by S. 8 P.M. unbent and took  
 in Flying Jib Heavy sea running  
 N.W. Sky over cast with flying clouds  
 cold and blustering

Latter part fresh breeze N.N.W. steady  
 in force and direction blue sky  
 and clouds Sun shining at times  
 sea running down N.W. 8 A.M. Shook  
 reef from try Sail Steering  
 S.E. by E. Meridian wind moderates  
 shook reef from Fore Sail pump  
 Vessel every four hours so ends  
 this 24 hours

Course E. by S.



1894

New Bedford Mass Capt Joseph P. Fuller Master  
Monday Jan ~~the~~ 22. 1894

This 24 hours first part fresh wind  
N.W. Steady in force and direction Clear  
sky sea running down N.W. 2 P.M. took in  
ty sail Set 2 reefed Main Sail 6 P.M.  
shook 1 reef from Main Sail Steering a  
course S.E. by E. Crew Variously employed

Middle part fresh wind N.W. Steady  
in force and direction Set jib sky clear  
and moon light some sea from the N.W.  
Midnight wind Hauling to the N.W. and  
E. <sup>steering</sup> S.E. by E. Latter part fresh wind  
N.N.E. Steady in force and direction  
some sea N. thick fog and damp Steering  
a course S.E. by E. pump Vessel every  
four hours so ends this 24 hours  
Course E.  $\frac{3}{4}$  N.

Tuesday Jan ~~the~~ 23 1894

This 24 hours first part fresh breeze  
N.N.E. Steady in force and direction  
some sea from the N.W. thick fog around  
the Horizon Sun shining at times 4 P.M.  
fog showers and damp Steering course  
S.E. by E. Crew Variously employed

Middle part light wind N.N.E. Steady  
in force and direction thick fog smooth  
sea Steering S.E. by E.

Latter part light W.N.W. winds  
Steady in force and direction sky  
clearing up smooth sea 8 A.M. Shook  
reef from Main Sail Steering  
S.E. by E. pump Vessel every four  
hours so ends this 24 hours  
Course E.  $\frac{1}{2}$  N.



Remarks On Board Schs Francis Lillyn

Wednesday Jan <sup>the</sup> 24. 1894

This 24 hours first part Light wind  
W.N.W. Steady in force and direction  
Smooth sea Sky clear and warm  
Steering S.E. by E. Crew Variously  
employed Middle part wind  
W.N.W. generally freshening Steady in  
direction Some sea 8 P.M. took reef  
in Main Sail Sky cloudy and damp  
At 3 A.M. heaved over Steering S.E.

Latter part a Very fresh steady  
breeze W.S.W. Moderate squalls rough  
sea from the W. & cloudy and damp  
Steering S.E. pump Vessel every  
four hours so ends this 24 hours  
Course E.  $\frac{3}{4}$  S.

Thursday Jan <sup>the</sup> 25. 1894

This 24 hours first part fresh breeze  
W.S.W. fitful and squally in force  
Heavy sea W. cloudy damp and raw  
Steering S.E. Crew Variously employed

Middle part fresh breeze W.S.W. coming  
in squalls steady in direction Heavy sea  
W. Sky dark cloudy and cool Steering S.E.

Latter part wind moderating  
coming from the S.W. more steady in  
force Sky overcast with heavy dark  
clouds Sun breaking out at times  
cool and blustering Heavy Sea W.  
9 A.M. took reef from Main Sail  
Steering S.E. pump Vessel every  
four hours so ends this 24 hours  
Course E. by S.



1894

of New Bedford Mass Capt Joseph J. Fuller Master  
 Friday Jan ~~the~~ 26. 1894

This 24 hours first part light winds  
 W.S.W. steady in force and direction sky  
 cloudy sun shining at times some sea  
 W. Steering S.E. crew variously employed  
 Middle part light wind W.S.W. unsteady  
 in force and direction smooth sea 1 A.M.  
 heaved over wind N. Steering S.E.

Latter part light winds N. Variable in  
 force and direction sky clearing up  
 smooth sea 7 A.M. saw an Ice Berg to the N.W.  
 8 A.M. set Main top Sail Steering S.E. by E.  
 all sail set employed breaking out water  
 pump vessel every four hours so ends  
 this 24 hours course E.

Saturday Jan ~~the~~ 27 1894

This 24 hours first part light wind  
 N.N.E. steady in force and direction  
 blue sky and clouds 2 P.M. wind hauled  
 to N. smooth sea Steering S.E. by E. crew  
 variously employed

Middle part wind N.E. light and unsteady  
 in force and direction 7 P.M. took in Main  
 top Sail sky dark cloudy and damp some  
 sea coming in ahead Steering S.E. by E.

Latter part light winds N.E. unsteady  
 in force but steady in direction sky  
 cloudy and lowery 7 A.M. saw 6 Ice bergs  
 9 A.M. raining steadily thick fog at  
 times 11 A.M. passed an Ice Berg nearly  
 1000 ft high the surface of the water was  
 completely covered with small drift ice  
 for miles to leeward rain and fog showers  
 Steering S.E. by E. pump vessel every  
 four hours so ends this 24 hours  
 course E.



Remarks On Board Schr Francis A. Lynn of  
 Sunday Jan <sup>the</sup> 28. 1884

This 24 hours first part light breeze  
 N.E. by E coming in moderate squalls with  
 light rain and fog showers smooth sea  
 Francisco Antoine. Ross. laid up with  
 the Scurvy. thick fog Steering S.E. by E.  
 Crew Variousy employed

Middle part light wind N by E. unsteady  
 in force and direction 6 P.M. saw another  
 Verry high Ice Berg its top reaching up  
 in to <sup>the</sup> clouds like some gigantic Mountain  
 thick fog 8 P.M. took 1 reef in Main Sail  
 wind Hauling to the N.W. 9 P.M. Saw  
 an Ice berg close to. The wind dropping of  
 lowered down Boats to Pull clear  
 and laid a back for the fog to lift  
 11 P.M. fog lifts a little saw more Ice bergs  
 to windard fresh breeze springing up  
 W. Midnight took 1 reef in Fore Sail  
 wind Hauled to the S.W. smooth sea gebed  
 over Steering S.E. by E. saw more Ice Bergs  
 all through the watch still foggy At  
 day light I took reef from Fore Sail

Latter Part Light wind W.S.W. Steady  
 in force and direction fog clearing up  
 saw Ice Bergs all around Horizon 7 A.M.  
 took reef from Main Sail blue sky  
 and clouds long swell from W.S.W.  
 Meridian wind Hauled to W.N.W. gebed  
 over Steering E. pump Vessel every  
 four hours so ends this 24 hours

Course E.N.E. 1/2 E. Lat 47° 59' N. Lon 26° 44' 30" E.



1897

New Bedford Mass Capt Joseph J. Fuller Master

Monday Jan ~~the~~ 29. 1894

This 24 hours first part wind N.W. light in force but steady in direction long swell from the N.W. Sky over cast with clouds sun breaking out at times saw more large Ice bergs all through the watch cool and raw Steering & Crew Variously employed

Middle part fresh breeze N.N.W. coming in squalls but steady in direction 8 P.M. took 1 reef in Main sail wind freshening N.W. Heavy sea W. 11 P.M. took 1 reef in Fore sail and 2nd reef in Main sail saw more Ice bergs and small drift ice Sky dark cloudy and lowery Midnight wind N.N.W. coming in fresh squalls Steering E. by N.

Latter part wind W. coming in strong squalls unsteady in direction 7 A.M. gibbed over Daylight saw large and small Ice Bergs all around the Horizon 6 A.M. gibbed over wind W.N.W. 8 A.M. wind hauled to W. gibbed over Steering E. by E. wind coming in strong squalls accompanied with cold rain and fog showers blue Sky Sun shining out at times pump Vessel every four hours so ends this 24 hours

Course E.N.E.  $4\frac{1}{4}$  E. Lat  $47^{\circ} 13' N$ . Lon  $30^{\circ} 10' 45'' E$ .



Remarks On Board Schr Francis Lilly of  
Tuesday Jan ~~the~~ 30. 1894

This 24 hours first part a continual succession of both Heavy and moderate squalls from the Wrd. Heavy sea W. sky clearing up Meridian passed and Ice Berg to the Nwd Steering S.E. by E.

Crew Variously employed

Middle Part wind W coming in moderate squalls steady in direction 6 P.M. Shook reef from fore sail sky overcast with dark clouds starlight at times Heavy sea W. Steering S.E. by E.

Midnight saw an Ice Berg to the Nwd daylight wind hauling to the Nwd saw numerous Ice berg around the horizon

Latter part moderate wind N steady in force and direction 4 A.M. Shook reef from fore sail gibbed over Steering S.E. by E. sky dark cloudy coming in foggy saw more large and small Ice 7 A.M. Shook out all reefs from Main sail sea running down pump vessel every 2 hours so ends this 24 hours

Course E. by S. No Obs.

Wednesday Jan ~~the~~ 31 1894

This 24 hours first part wind N by E coming in fresh squalls steady in direction sky dark cloudy and lowering 2 P.M. wind freshening some sea coming from the Nwd rain and fog showers 4 P.M. doubled reefed the Main sail Steering S.E. by E. crew Variously employed



New Bedford Mass Capt Joseph J. Fuller Master 1894

Middle part wind N.W. Strong more steady in force and direction Heavy sea N. rain and fog showers 7 P.M. took 1 reef in Fore sail Midnight raining steadily blowing Strong wind increasing still foggy

Latter part wind moderating Hauling to N.W. still raining and foggy 5 A.M. took reef from Fore sail 1 from Main sail

8 A.M. wind Hauled to W.S.W. gibbed over Steering S.E. sea more smooth

Wind freshening saw an Ice berg to the N.W. Meridian passed 2 Ice bergs to the S.W. Steering S.E. by E. pump vessel every 2 hours so ends this 24 hours

Course  $E\frac{1}{2}S$  No Obs

Thursday Feb the 1. 1894

This 24 hours first part Strong breeze S.W. coming in Heavy squalls saw an Ice berg to the N.W. Heavy sea S.W. Very heavy fall of rain 6 P.M. took 1 reef in Fore sail took in Main sail set reefed Storm try sail Wind W.S.W. Heading S.E. by E. thick fog 5 P.M. saw 2 Ice Bergs to the S.W.

Middle part blowing a fresh Gale from W.S.W. coming in Heavy squalls 9 P.M. Hauled down Jib wind Hauling to N.W. and W. More ship come around on the other tack Heading N.E. 10 P.M. Rain & thick foggy Very Heavy sea wind Hauled to S.W. mid night wind S.E. still bore to Heading S by W of to S.W. by S. Vessel rolling Heavy a kind of cork screw motion



Remarks On Board Schr Francis A. Lynn of  
 Latter part wind moderating S. S. W.  
 more steady in force and direction  
 saw an Ice Berg to leeward Wore ship and  
 come to heading S. E. sea running down  
 a little showery and cool 6 A. M. lighting  
 up at times 7 A. M. set jib 9 A. M. Shook  
 reef from try sail wind moderating  
 11 A. M. Shook reef from fore sail  
 steering S. E. by E. pump vessel every 2  
 hours so ends this 24 hours  
 Course  $E\frac{1}{2}S$  Lat  $47^{\circ}25'$  Lon  $38^{\circ}53'$  E.

Friday Feb ~~the~~ 2, 1894

This 24 hours first part wind freshens  
 W. S. W. coming in squalls steady in  
 direction 2 P. M. took 1 reef in fore sail  
 wind increasing to fresh S. E. all very  
 heavy sea running W. S. W. vessel rolling  
 heavily thick fog at times and rain  
 showers 3 P. M. saw an Ice Berg to the S. W.  
 steering S. E. by E. crew variously employed

Middle part fresh S. E. all W. S. W. coming  
 in heavy squalls very heavy sea running  
 W. S. W. vessel rolling heavily mid night  
 wind moderating sea running down  
 sky dark cloudy and damp 3 A. M. bright  
 starlight steering S. E. by E.

Latter part wind hauling to W. S. W.  
 coming in moderate squalls vessel rolling  
 and sails slatting heavily 6 A. M. shook reef  
 from fore sail took in try sail set single  
 reefed main sail blue sky and clouds long  
 swell from the W. 6 A. M. passed an ice berg  
 employed breaking out provisions steering  
 S. E. by E. pump vessel every two hours so  
 ends this 24 hours

Course  $E\frac{1}{2}S$  Lat  $47^{\circ}25'$  Lon  $43^{\circ}06'$  E.



New Bedford Mass Capt Joseph P. Fuller Master 894  
 Saturday Feb <sup>the</sup> 3. 1894

This 24 hours first part light wind W. by N. coming in moderate squalls at times steady in direction Heavy swell W. 1 P.M. Saw an Ice Berg to the S.W. wind hauled to W.N.W. blue sky and flying clouds sun shining at times 4 P.M. hebbed over Steering S.E. by E. crew variously employed

Middle part Light wind N.N.W. coming in moderate squalls with rain showers cool and raw smooth sea sky clear at times and starlight Midnight wind blowing strong N.W. took 1 reef in Fore Sail 2nd reef in Main sail Heavy sea coming in from N.W. rain squalls all through the watch Steering E.S.E.

Latter part fresh breeze coming in squalls with rain unsteady in direction 4 A.M. Saw an Ice Berg to wind ward 6 A.M. wind moderating shook reef from Fore Sail 8 A.M. Shook 1 reef from Main Sail hebbed over Steering S.E. by E. sky clear at times sun shining pump Vessel every four hours so ends this 24

Course  $E\frac{1}{2}N$  Lat  $47^{\circ}20'N$  Lon  $45^{\circ}45'30''E$ .

Sunday Feb <sup>the</sup> 4. 1894

This 24 hours first part moderate breeze N.W. coming with fresh squalls with rain 2 P.M. wind hauling to Wrd Sun shining at times some sea from the Wrd Steering S.E. crew variously employed



Remarks On Board Schr Francis Allen of  
 Middle part moderate breeze W. S. W. Steady  
 in force and direction 7. P. M. Shook reef  
 from Main Sail sky overcast with flying  
 clouds light rain squalls 10 P. M. wind  
 increasing blowing strong coming  
 with heavy squalls from S. W. took 1  
 reef in Main Sail Heavy sea S. W. Sky  
 bright starlight at times Midnight  
 took 1 reef in Fore Sail Steering S. E. by E.  
 Latter part wind moderating a little  
 S. W. more steady in force and  
 direction 8. A. M. Shook reef from  
 Fore Sail blue sky and clouds Heavy  
 sea S. W. Steering S. E. by E. pump Vessel  
 every two hours so ends this 24 hours  
 Course E. Lat  $47^{\circ}21'$  Lon  $49^{\circ}36'30''$  E.

Monday Feb ~~the~~ 5. 1894

This 24 hours first part moderate  
 breeze W. S. W. Steady in force and direction  
 Sky over cast with fog clouds Heavy sea  
 W. S. W. Steering S. E. by E. Crew Various  
 employed. Middle part wind W. S. W. Light  
 in force and unsteady in direction Sky  
 dark cloudy and damp Heavy Sea W 10 P. M.  
 wind light W. N. W. Vessel rolling and sails  
 slatting heavily 3. A. M. wind N. N. W. gibbed  
 over Steering S. E. by E. Latter part  
 light wind N. N. W. Steady in force and  
 direction smooth sea 7. A. M. Shook reef from  
 Main Sail Sky cloudy and raw 9. A. M.  
 Mast Headed Thomas Fabb. for fighting and  
 stabbing Joseph Cardosa on the fore arm  
 Steering S. E. by E  $\frac{1}{2}$  E. pump Vessel every  
 four hours so ends this 24 hours  
 Course  $E\frac{1}{2}S$  Lat  $47^{\circ}21'$  Lon  $33^{\circ}02'30''$  E.



New Bedford Mass Capt Joseph F. Huller Master 1894  
 Tuesday Feb <sup>the</sup> 6. 1894

This 24 hours first part light wind N. Steady in force and direction Sky clear and warm smooth sea 3 P.M. wind freshens Sky clouding up Steering S. E.  $\frac{1}{2}$  S. Crew Variously employed Middle part fresh wind N. Equally but Steady in direction 8 P.M. took 1 reef in Fore sail Sky dark cloudy wind blowing strong 10 P.M. took 1 reef in Main sail Heavy sea from the N.W. Midnight blowing fresh S. E. from N. N. E. coming in Heavy squalls 1 A.M. took in Main sail set reefed Storm try sail 3 A.M. rain showers Steering S. E.

Latter part fresh Gale N. more Steady in force and direction rain showers Heavy sea N. 9 A.M. wind moderating coming from N. by W. I took reef from try sail Sky lighting up Sun shining out at times Steering S. E. by E.  $\frac{1}{2}$  E. pump vessel every 2 hours so ends this 24 hours

Course  $E \frac{1}{2} S$ . Lat  $47^{\circ} 44' N$ . Lon  $67^{\circ} 34' E$ .

Wednesday Feb <sup>the</sup> 7. 1894

This 24 hours first part fresh breeze N. N. W. unsteady in force and direction coming in squalls blue sky and clouds sun shining Heavy sea N. N. W. wind generally freshening Steering S. E. by E. Crew Variously employed Middle part light breeze N. W. Steady in force and direction 8 P.M. heaved over steering S. E. by E. sea a little more smooth Sky clear and starlight 11 P.M. wind N. N. W. heaved over Steering S. E. by E.



Remarks On Board Schr Francis A Lynn of

Le. after part moderate breeze N.N.E. Steady in force and direction 4 A.M. shook reef from Fore Sail took in try Sail Set single reefed Main Sail sea running down a little sky cloudy and lowery coming in foggy Steering S.E. pump Vessel every 2 hours so ends this 24 hours Course E. by S. Lat  $48^{\circ}22'$  Lon  $62^{\circ}16'$  E.

Thursday Feb ~~the~~ 8 1834

This 24 hours first part Variable wind N.N.E. unsteady in force and direction long and Heavy sea N.N.E. thick foggy at times 2 P.M. raining steadily 3 P.M. wind dropping of sails slatting heavily Steering S.E. crew variously employed

Middle part light air N.N.E. unsteady in force and direction raining steadily long and Heavy swell from N.W. 4 P.M. stops raining 4 P.M. sky lighting wind hauled to N.W. gebed over Steering S.E. midnight clear and starlight wind Very light wind dropping of calm at times sails slatting heavily throughout the watch

Le. after part light air from all around the compass calm at times sky dark cloudy and rainy Heavy swell N.W. 11 A.M. lowered down Main Sail Very light air N.W. pump Vessel every four hours so ends this 24 hours Steering S.E.

Course about E. No Ob.



1898

New Bedford Mass Capt Joseph J. Fuller Master  
Friday Feb <sup>the</sup> 7 1898

This 24 hours first part very light air calm at times rain showers coming from N.W. long and heavy swell N.W. 2 P.M. heaved over Steering S.E. 3 P.M. wind dropped of to calm crew variously employed

Middle part light breeze springing up W. 6 P.M. set main sail rain showers 7 P.M. heaved over Steering S.E. swell going down a little sky clear and starlight mid night wind N.N.W.

Latter part light breeze N.W. steady in force and direction smooth sea 5 A.M. took reef from main sail set main top sail clear sky and pleasant Steering S.E. by S. 9 A.M. heaved over Steering S.E. by E. pump vessel every four hours so ends this 24 hours

Course E.  $\frac{1}{4}$  S. Lat  $48^{\circ}44'$  S. Lon  $65^{\circ}11'$  W.

Saturday Feb <sup>the</sup> 10. 1898

This 24 hours first part moderate breeze N. steady in force and direction clear and pleasant 3 P.M. wind N.N.E. generally freshening sky clouding up some sea coming from the N.W. Steering S.E. crew variously employed

Middle part wind N.N.E. fitful and squally in force unsteady in direction 6 P.M. took in main top sail wind increasing coming with rain 7 P.M. took 2 reefs in main sail 1 in fore sail hauled down 8 P.M. took in main sail set reefed storm try sail hauled down fore stay sail hove to heading N.E. of to N.N.E. wind N blowing strong coming in heavy squalls heavy sea N



Remarks On Board Schr Francis. Allen of  
 Latter part wind N.N.E. moderating  
 coming in squalls stops raining Set  
 Fore Stay Sail and Jib gebed over Steering  
 S.E. Heavy sea N.N.W. 9 A.M. took in Main Sail  
 set 2 reefed Main Sail Meridian gebed  
 over wind N.W. Steering E.S.E. pump Vessel  
 every 2 hours so ends this 24 hours  
 Course E. by N. 1/2 S. Lat  $49^{\circ}20'S$  Lon  $68^{\circ}39'W$ .

Sunday Feb ~~the~~ 11, 1894

This 24 hours first part wind N.W.  
 fresh in force but steady in direction  
 sky cloudy and foggy Heavy sea running  
 N.W. 3 P.M. raised the Island Desolation  
 bearing S.E. about 15 miles distant  
 4 P.M. turned reef out of Fore Sail wind  
 W. 5 P.M. shook out all reefs from Main  
 sail Vessel steering in to the land  
 6 P.M. got up the cables 7 P.M. come to anchor  
 in Thunder Harbor in 9 fathoms of water  
 let go Starboard Anchor payed out 30  
 fathoms of chain lever Variously employed

Middle part light winds N coming in  
 squalls 8 P.M. Set the Anchor watches  
 sky over cast with fog clouds some sea on

Latter part light wind N steady in  
 direction coming in moderate squalls  
 sky cloudy and damp some sea on 7 A.M.  
 Moored Vessel let go Port Anchor  
 payed out 60 fathoms of chain 45 fathoms  
 on Starboard Anchor 9 A.M. unbent  
 Fore Sail employed repairing Waist Boat  
 and putting sails on shore and breaking  
 out the Hold so ends this 24 hours



New Bedford Mass. Capt Joseph J. Buller Master 1894  
 Monday Feb ~~the~~ 12. 1894

This 24 hours first part wind freshening  
 N. coming in squalls sky cloudy some sea on  
 4 P.M. wind coming in Heavy squalls 6 P.M.  
 rain showers employed breaking out the lighter  
 Hatch to get Shooks

Middle part wind N. Strong coming in  
 squalls with rain but blowing strong some  
 sea on Sky over cast with fog clouds

Leatter part Strong wind N coming  
 in Heavy squalls employed setting up  
 Casks so ends this 24 hours

Tuesday Feb ~~the~~ 13. 1894.

This 24 hours first part Strong wind  
 N coming in Heavy squalls with rain  
 showers employed putting Casks and  
 wood ashore and setting up Casks 6 P.M.  
 wind moderating Hauling S.C. coming  
 in Foggy 7 P.M. rain and fog showers

Middle part wind S.E. coming in  
 squalls Heavy fall of rain 8 P.M. set the  
 Anchor watch some sea on

Leatter part wind N. Steady in  
 direction coming in Moderate  
 squalls with rain and fog showers  
 11 A.M. stops raining blue sky and  
 clouds employed breaking out and  
 putting Shooks ashore still paying  
 at Anchor so ends this 24 hours



Remarks On Board Schr Francis Gilly of  
 Wednesday Feb ~~the~~ 14. 1894

This 24 hours first part light wind  
 N. coming in squalls with rain  
 showers blue sky at times employed  
 breaking out and putting shooks on  
 shore some sea on

Middle part light wind N coming in  
 moderate squalls with rain showers at  
 times 8 P.M. Set the Anchor watches

Letter part light wind N. Steady in  
 force and direction sky over cast with  
 flying clouds smooth sea employed  
 Killing Elephant and taking blubber  
 along side still laying at anchor  
 so ends this 24 hours

Thursday Feb ~~the~~ 15. 1894

This 24 hours first part light wind  
 N. Steady in force and direction  
 smooth sea employed Killing Elephant

Middle part light wind N Steady in  
 force and direction smooth sea sky  
 over cast with flying clouds 8 P.M. Set  
 the Anchor watches

Letter part light wind N Steady in  
 direction coming in squalls 10 A.M.  
 rain showers wind freshening  
 employed Killing Elephant still  
 laying at anchor so ends this  
 24 hours



1884

New Bedford Mass. Capt Joseph J. Fuller, Master  
Friday Feb ~~the~~ 16. 1884

This 24 hours first part fresh wind N  
Steady in direction coming in fresh  
squalls at times 4 P.M. wind blowing  
strong with Heavy squalls some sea on  
Sky over cast with fog showers employed  
Killing elephant and taking blubber  
along side

Middle part Strong wind N coming  
in Heavy squalls Sky cloud and damp  
8 P.M. set the Anchor watches some sea on

Latter part Moderate wind N Steady in  
force and direction blue Sky and clouds  
sun shining at times some sea on  
employed taking blubber along side  
Still laying at anchor so ends this  
24 hours

Saturday Feb ~~the~~ 17. 1884

This 24 hours first part light wind  
N coming in fresh squalls sky overcast  
with fog clouds smooth sea employed  
Killing elephant

Middle part wind N coming in Heavy  
squalls cool and raw Sky over cast with  
fog clouds 8 P.M. Set the Anchor watches  
some sea on

Latter part fresh wind N coming in  
Heavy squalls and raining Steadily  
some sea on employed breaking out  
provisions Meridian stops raining  
sky lighting up Still laying at anchor  
so ends this 24 hours



Remarks On Board Sch. Francis, Allyn of  
 Sunday Feb ~~the~~ 18. 1894

This 24 hours first part wind coming in Heavy squalls from the Nwd. blue Sky and clouds some sea on employed Killing Elephant and mincing blubber 7 P.M. more fog and rain showers

Middle part Strong wind N. coming in Heavy squalls with rain some sea on 8. P.M. Set the Anchor watcher Midnight blowing a fresh Gale of wind

Later part blowing a fresh Gale of wind from the Nwd Steady in direction coming in very Heavy squalls at short intervals Sky dark cloudy and lowery 11. A.M. more rain some sea on Still laying at Anchor so ends this 24 hours

Monday Feb ~~the~~ 19. 1894

This 24 hours first part fresh Gale from the Nwd coming in Heavy squalls with rain some sea on 4 P.M. wind moderates more steady in force raining steadily

Middle part Moderate wind N. calm at times and raining steadily some sea on 8 P.M. Set the Anchor watcher coming in foggy Later part wind N.W. light in force and coming in squalls 4. A.M. Had a Heavy shower of rain Sky clearing up Employed Killing Elephant and trying out Oil Still laying at Anchor so ends this 24 hours



1888

New Bedford Mass Capt Joseph J. Fuller Master  
 Tuesday Feb <sup>the</sup> 20. 1894

This 24 hours first part light wind N. Steady in direction 3. P. M. Had a Heavy squall of wind accompanied with large hail blue sky and clouds cool and blustering smooth sea employed Killing Elephant trying out Oil and mincing blubber

Middle part wind N moderate move steady in force 8 P. M. Set the anchor watches Sky clear and moon light

Latter part calm and unsteady from the S. E. Sky clear and pleasant meridian Sky clouding up smooth sea employed getting blubber along side trying out Oil and mincing blubber still laying at anchor so ends this 24 hours

Wednesday Feb <sup>the</sup> 21. 1894

This 24 hours first part light wind S. E. coming in Heavy squalls with light fog showers 7 P. M. squalls more moderate Cook Sick with the Dysentery employed getting blubber along side trying out Oil and mincing blubber

Middle part light wind S. E. coming in fresh squalls at intervals and raining steadily smooth sea 8 P. M. set the anchor watches Midnight wind Hauling to the Kilde

Latter part light wind N. steady in direction coming in squalls at times still raining Levee variously employed still laying at anchor so ends this 24 hours



Remarks On Board Schr Francis Glyn of  
Thursday Feb ~~the~~ 22. 1894

This 24 hours first part wind light but steady in force and direction from the NWd raining steadily smooth sea & crew Variouslly employed

Middle part wind N coming in fresh squalls and raining steadily & P. M. set the anchor watches wind blowing strong some sea on

Later part wind coming in strong squalls from the NWd and raining steadily cool and raw some sea on crew Variouslly employed still laying at anchor so ends this 24 hours

Friday Feb ~~the~~ 23. 1894

This 24 hours first part wind coming in strong squalls from the NWd Meridian stops raining sky over cast with heavy clouds 3 P. M. snow squalls cold and blustering some sea on employed stowing down Oil and Shooks

Middle part wind N.W. coming in squalls at intervals with rain 8. P. M. set the anchor watches some sea on

Later part fresh wind N.W. coming in snow squalls cold and blustering 10. A. M. wind moderates employed stowing down Oil and Shooks Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph P. Fuller Master 1894  
 Saturday Feb ~~the~~ 24. 1894

This 24 hours first part light wind N.W. coming in disagreeable snow squalls at times sun shining out at intervals some sea on mincing blubber and otherwise employed

Middle part wind N.W. coming in moderate squalls sky dark cloudy damp & P. M. set the anchor watches

Later part light air from the N.W. smooth sea 11 A.M. wind coming in fresh squalls coming in foggy and damp employed getting blubber alongside mincing and trying out Oil still laying at anchor so ends this 24 hours

Sunday Feb ~~the~~ 25. 1894

This 24 hours first part wind coming in fresh squalls from the N.W. foggy and damp smooth sea employed mincing blubber and trying out Oil

Middle part fresh wind from the N.W. coming in squalls foggy and damp & P. M. set the anchor watches some sea on

Later part wind N.W. coming in squalls with rain 7 A.M. stops raining blue sky and clouds some sea on employed getting blubber alongside mincing and trying out Oil still laying at anchor so ends this 24 hours



Remarks On Board Schr Francis Cully of  
Monday Feb ~~the~~ 26. 1894

This 24 hours first part wind N. coming in squalls at intervals sky over cast with fog clouds some sea on employed Stowing down Oil mincing blubber and trying out Oil

Middle part light wind N coming in squalls sky cloudy and damp 8 P.M. Set the Anchor watches

Latter part light wind W. coming in fresh squalls at intervals sky cloudy and damp Meridian wind Hauling to N. wd some sea on employed Killing to Elephant mincing blubber and trying out Oil Still laying at anchor so ends this 24 hours

Tuesday Feb ~~the~~ 27. 1894

This 24 hours first part light wind N coming in squalls and damp some sea on employed Stowing down Oil mincing blubber and trying out Oil

Middle Part light wind N coming in squalls 8 P.M. set the Anchor watches sky dark cloudy some sea on

Latter part light Variable winds N.W. calm at times 11 A.M. wind freshens Hauling to N. blue sky and clouds some sea on employed getting blubber along side mincing and trying out Oil Still laying at anchor so ends this 24 hours



1894

New Bedford Mass. Capt Joseph H. Fuller Master  
 Wednesday Feb ~~the~~ 28. 1894

This 24 hours first part wind coming in fresh squalls from the N.W. 3 P.M. coming in foggy and damp light fog showers some sea on employed getting blubber along side mincing and trying out Oil

Middle part wind N coming in fresh squalls with rain showers 8 P.M. set the anchor watches some sea on

Leatter part light wind N coming in fresh squall accompanied with snow and N. oil blue sky and clouds at times Sun shining employed stowing down Oil mincing blubber and trying out Still laying at anchor so ends this 24 hours

Thursday Mar ~~the~~ 1. 1894

This 24 hours first part wind N coming in fresh snow squall Sun shining at times some sea on employed stowing down Oil mincing blubber and trying out

Middle part moderate wind N coming in squalls sky dark cloudy and lowery 8 P.M. set the anchor watches some sea on

Leatter part light wind N coming in fresh squalls at times blue sky and clouds some sea on employed killing elephant mincing blubber and trying out Oil Still laying at anchor so ends this 24 hours



Remarks On Board Schr Francis Clynch  
Friday Mar ~~the~~ 2. 1894

This 24 hours first wind freshening coming in strong squalls from the N. 2. P.M. coming in foggy with rain shows some sea on wind more moderate employed killing elephant and trying out Oil

Middle part light wind N coming in squalls at times and raining steadily 8 P.M. set the anchor watches some sea on

Leatter part light air N Steady in force and direction blue sky and clouds at times sun shining through employed getting blubber along side some sea on still laying at Anchor so ends this 24 hours

Saturday Mar ~~the~~ 3. 1894

This 24 hours first part light wind N steady in force and direction sky cloudy and warm employed killing Elephant

Leidder part wind W coming in fresh squalls with snow 8 P.M. set the anchor watches some sea on

Leatter part wind W coming in fresh squalls at times sun shining blue sky and clouds 10. A.M. wind freshening some sea on employed getting blubber along side still laying at Anchor so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Mar ~~the~~ 4. 1894

This 24 hours first part wind coming in fresh squalls with snow from the W. & some sea on employed stowing down Oil

Middle part fresh squalls of wind from the W. & sky Partly over cast with clouds Starlight at times 8 P.M. set the Anchor watches some sea on rain and snow squalls towards latter part of watch

Latter part wind W. coming in light squalls blue sky and clouds sun shining at times cold and raw 10 A.M. wind hauling to N. & W. some sea on employed stowing down Oil mincing blubber and tying out still laying at anchor so ends this 24 hours

Monday Mar ~~the~~ 5. 1894

This 24 hours first part light wind N. coming in moderate squalls and damp sky cloudy some sea on employed stowing down Oil mincing blubber and tying out

Middle part light squalls of wind from the N. & W. and raining steadily some sea on 8 P.M. set the Anchor watches

Latter part light winds from the N. & W. coming in light rain squalls 10 A.M. raining steadily cold and raw some sea on employed getting blubber alongside mincing and tying out Oil still laying at anchor so ends this 24 hours



Remarks On Board Scho Francis, Allyn of  
Tuesday Mar ~~the~~ 6. 1894

This 24 hours first part light wind from the NWd raining steadily all through the watch and foggy some sea

Middle part light wind N thick fog and raining some sea on 8 P.M. set the anchor watches wind hauling to NW. towards latter part of watch

Latter part light wind S.E. and calm at times thick fog and light rain showers employed getting blubber along side mincing and trying out Oil some sea Meridian raining steadily Still laying at anchor so ends this 24 hours

Wednesday Mar ~~the~~ 7. 1894

This 24 hours first part light and unsteady wind from the NWd Still raining some sea on employed stowing down Oil

Middle part wind coming in fresh squalls from the NWd and raining steadily some sea 8 P.M. Set the anchor watches

Latter part Strong wind N coming in heavy squalls accompanied with snow and rain cold and raw 10 A.M. wind increasing blowing a fresh Gale rough sea employed mincing blubber and setting up Casks Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master <sup>1894</sup>  
 Thursday Mar ~~the~~ 8 1894

This 24 hours first part Strong Gale from the Nwd and Heavy squalls of snow and rain cold and saw rough sea 4 P.M. wind moderates a little from S.W.

Middle part wind moderating W. blue sky and clouds rough sea 8 P.M. Set the Anchor watches

Latter part light wind from the Nwd calm at times some sea on sky overcast with clouds sun shining at times employed taking water Killing Elephant mincing and trying out Oil Still laying at anchor so ends this 24 hours

Friday Mar. the 9. 1894

This 24 hours first part light winds from the Nwd Steady in force and direction smooth sea employed Killing Elephant mincing blubber and trying out Oil

Middle part light winds N. Steady in force and direction smooth sea 8 P.M. Set the Anchor watches Sky partly S. twilight

Latter part wind N. light in force and unsteady in direction blue sky and clouds light rain squalls employed taking blubber alongside mincing and trying out Oil Still laying at anchor so ends this 24 hours



Remarks On Board Schooner Francis C. Llyn of  
Saturday Mar ~~the~~ 10. 1894

This 24 hours first part light winds  
and pleasant weather from the N. w. cl  
2 P.M. wind hauling to S. E. smooth  
sea some ice coming down the Bay  
employed taking blubber alongside  
mincing and trying out Oil

Middle part light wind S. E. coming  
in moderate squalls at intervals Sky  
cloudy and damp 8 P.M. Set the  
Anchor watches smooth sea Midnight  
had a heavy fall of rain

Latter part light wind N. thick  
fog and rain showers smooth sea  
employed stowing down Oil  
still laying at Anchor so ends  
this 24 hours

Sunday Mar ~~the~~ 11. 1894

This 24 hours first part light  
wind N. W. smooth sea Sky clearing  
up Sun shining employed stowing  
down Oil

Middle part light wind N. W. coming  
in squalls at times smooth sea 8 P.M.  
Set the Anchor watches Sky Starlight

Latter part light Variable winds  
N. E. 10 A.M. wind coming in strong  
squalls sky cloudy and lowering some  
sea on employed taking blubber  
alongside killing & elephant mincing  
and trying out Oil still laying at  
Anchor so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master 1894  
Monday Mar ~~the~~ 12. 1894.

This 24 hours first part strong wind coming in Heavy squalls from N.E. with rain employed stowing down Oil mincing bluber and tying out Oil 3 P.M. wind blowing a Strong Gale with Heavy squalls and rain cooled down try works and stopped work some sea on

Middle part blowing fresh Gale from the N.E. Stops raining wind moderating a little 8 P.M. Set the Anchor watches rough sea 3 A.M. Heavy squall of wind and Hail Vessel Draged Anchor.

Leatter part fresh Gale of wind N.N.W. coming in Heavy squalls with rain and Hail cold and saw rough sea Variously employed Still laying at anchor so ends this 24 hours

Tuesday Mar ~~the~~ 13. 1894

This 24 hours first part wind moderates more steady in force coming with rain and Hail squalls at intervals from N.N.W. rough sea employed stowing down Oil Sun shining at times

Middle part wind moderating N coming in light squalls Starlight at times 8 P.M. Set the Anchor watches rough sea

Leatter Part light wind from the N.W. coming in moderate squalls with cold rain and Hail employed Heaveing up the Port Anchor to clear cables and running line to Haul Scht in Shore 9 A.M. let go Port Anchor in 9 fathoms of water payed out 43 fathoms of chain wind generally freshening and raining steadily Still laying at anchor so ends this 24 hours



Remarks On Board Schs Francis C. Flynn of  
 Wednesday Mar ~~the~~ 14. 1894

This 24 hours first part fresh wind from the N.W. fitful and squally in force and raining steadily rough sea Cook on duty

Middle part wind N. coming in light squalls at times rough sea 8 P.M. Set the Anchor watches Sky cloudy and rainy

Latter part wind N. coming in light squalls with rain some sea on 10 A.M. Sky lighting up Sun shining out at times employed killing elephant mincing blubber and trying out Oil Still laying at anchor so ends this 24 hours

Thursday Mar ~~the~~ 15. 1894

This 24 hours first part wind N. coming in fresh squalls at times with rain showers some sea on 7 P.M. wind hauling to N.E. employed killing elephant mincing blubber and trying out Oil

Middle part wind N.E. coming in fresh squalls with rain at intervals some sea on 8 P.M. Set the Anchor watches

Latter part wind coming in light squalls from the N.W. Sky cloudy and lower 10 A.M. light rain showers employed breaking out provisions mincing blubber and trying out Oil Still laying at anchor so ends this 24 hours



New Bedford Mass. Capt Joseph J. Huller Master 1894  
Friday Mar 16.. 1894

This 24 hours first part comes in with fresh squalls of wind and rain from the NW 3 P.M. cooled down the tryworks wind freshening Hauling to N.W. some sea 5 P.M. Sky clearing up Sun shining out at times Employed Stowing down Oil

Middle part wind N.W. coming in fresh squalls at times some sea on 8 P.M. Set the Anchor watches Sky over cast with flying and starlight at times

Latter part fresh squalls of wind from the N.W. Sky over cast with clouds sun shining at intervals Employed Killing Elephant mincing and getting blubber alongside 10 P.M. wind moderate from the NW Started the try works still laying at Anchor so ends this 24 hours

Saturday Mar ~~16~~ 17. 1894

This 24 hours first part wind from the NW more steady in force sky cloudy at times some sea on Employed Killing Elephant trying out Oil mincing blubber and setting up leaks

Middle part light wind N. steady in force and direction some sea on 8 P.M. Set the Anchor watches Sky cloudy

Latter part light wind W.N.W. coming in fresh snow squalls Sky over with clouds Sun shining at times some sea on Employed getting blubber alongside mincing and trying out Oil still laying at Anchor so ends this 24 hours



Remarks On Board Scho Francis Cully of  
 Sunday Mar ~~the~~ 18. 1894

This 24 hours first part wind coming in fresh snow squalls from the Wrd Sky cloudy at times some sea on employed getting blubber alongside Stowing down Oil mincing and trying out Oil

Middle part moderate wind from the W.N.W. coming in light snow squalls 8 P.M. set the anchor watches Sky bright Staright at times

Latter part light wind from the Wrd steady in force and direction Sky clear and pleasant smooth sea employed geting blubber alongside mincing and trying out Oil Still laying at anchor so ends this 24 hours

Monday Mar ~~the~~ 18. 1894

This 24 hours first part light wind from the Wrd Steady in force and direction smooth sea Sky over cast with clouds employed getting blubber along side mincing and trying out Oil

Middle part light wind from the Wrd coming in moderate squalls Sky cloudy smooth sea 8 P.M. set the anchor watches

Latter part wind coming in fresh squalls from the Wrd smooth sea Sky cloudy and damp employed Stowing down Oil 11 A.M. wind moderated started the try works Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master 1894  
 Tuesday Mar ~~the~~ 20. 1894

This 24 hours first part calm and unsteady  
 winds from the S.E. Ice coming down the  
 Bay 2 P.M. wind hauled to the N.W. coming in  
 fresh squalls and raining steadily 3 P.M.  
 cooled down the tryworks smooth sea  
 employed stowing down down Oil

Middle part wind N coming in light squalls  
 with rain thick fog 8 P.M. set the anchor  
 watches smooth sea

Latter part wind N cloudy and lowering wind  
 light in force smooth sea 9 A.M. light rain  
 showers employed killing telephant mincing  
 and getting blubber alongside and trying  
 out Oil Still laying at anchor so ends  
 this 24 hours

Wednesday Mar ~~the~~ 21. 1894

This 24 hours first part light and unsteady  
 wind from the N.W. and light rain at  
 times thick fog smooth sea employed  
 stowing down Oil mincing and trying out

Middle part light wind from the N.W.  
 steady in force 8 P.M. set the anchor  
 watches smooth sea sky starlight at times

Latter part light and unsteady wind  
 from the N.W. calm at times sky cloudy  
 and foggy employed killing telephant  
 mincing blubber and trying out Oil Still  
 laying at anchor so ends this 24 hours



Remarks On Board Schr Francis C. Llyn of  
Thursday Mar <sup>the</sup> 22. 1894

This 24 hours first part calm and unsteady winds from the S. E. Sky cloudy and damp 3 P.M. light rain showers & employed Stowing down Oil mincing and getting blubber alongside and trying out Oil

Middle part light wind S. E. & Steady in force fog and rain showers smooth sea 8 P.M. Set the anchor watches

Latter part light winds from the S. E. coming in squalls at times Sky over cast with flying clouds 11 A.M. wind coming in fresh squalls Ice drifting in the Harbor and around the Vessel some sea on & employed Stowing down Oil getting water mincing and trying out Still laying at anchor so ends this 24 hours

Friday Mar <sup>the</sup> 23. 1894

This 24 hours first part fresh wind coming in strong squalls from the S. E. some sea on Sky clear & employed Stowing down Oil mincing and trying out

Middle part light wind S. E. Steady in force Sky clear and moon light some sea on 8 P.M. Set the anchor watches

Latter Part light variable wind S. E. calm at times Sky cloudy and some sea on Employed Stowing down Oil mincing and trying out and setting up leaske Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph P. Fuller Master 1894  
 Saturday Mar ~~the~~ 24. 1894

This 24 hours first part light variable winds  
 N. light rain at times Sky cloudy & P.M. wind  
 coming in Heavy squalls with rain cooled down  
 the try works some sea on & employed Stowing  
 down Oil

Middle part wind Moderates from the NW  
 Sky clearing up some sea on & P.M. Set the anchor  
 watches

Latter part wind N.N.W. coming in fresh  
 squalls Sky overcast with flying clouds Heavy  
 swell on & employed Stowing down Oil and  
 mincing blubber Still laying at anchor  
 so ends this 24 hours

Sunday Mar ~~the~~ 25. 1894

This 24 hours first part wind N.N.W. coming  
 in fresh squalls Sky overcast with flying  
 clouds Sun shining out at times & employed  
 Stowing down Oil and mincing blubber  
 Heavy Swell on in the Harbor

Middle part N.N.W. coming in fresh squalls  
 Sky cloudy some sea on & P.M. Set the anchor  
 watches

Latter part wind coming in strong  
 squalls with rain from the NW some  
 sea on & employed Stowing down Oil  
 and trying out 10 A.M. raining steadily  
 cooled down the try works Still laying  
 at anchor so ends this 24 hours



Remarks On Board Sch: Francis C. Llyn of  
Monday Mar 26. 1894

This 24 hours first part Strong squalls  
of <sup>wind</sup> with rain from the N.W. Some sea on  
middle part wind squalls from the  
N.W. more moderate in force Heavy swell  
on 8 P.M. set the Anchor watches light  
rain squalls.

Latter part Strong wind N.W.W. coming  
in Heavy squalls accompanied with rain  
showers at times cold and raw some  
sea on 10 A.M. wind moderates started  
the try works employed Stowing  
down Oil and setting up Casks Sun  
Shining at times Still laying at  
Anchor so ends this 24 hours

Tuesday Mar 27. 1894

This 24 hours first part light wind  
N.W.W. coming in fresh squalls Sky  
clear at times some sea on cold and  
raw. Employed Mincing blubber  
trying out Oil and setting up Casks

Middle part light wind N.W.W. coming  
in fresh squalls at intervals with  
fog showers 8 P.M. set the Anchor  
watches some sea on.

Latter part light Air S.E. calm at  
times more rain showers 9 A.M.  
cooled down the try works raining  
steadily wind light Hauling to  
the N.W. smooth sea Still laying  
at Anchor so ends this 24 hours



New Bedford Mass Capt Joseph H. Fuller Master 1894  
 Wednesday Mar <sup>the</sup> 28. 1894

This 24 hours first part light and  
 variable winds from the NW thick fog  
 and rain. showers Ice coming down the  
 Bay some sea on

Middle part calm and unsteady winds  
 from the NW light in force Heavy fall of  
 rain thick fog some sea on

Leatter Part. Calm and warm smooth  
 sea Sky over cast with flying clouds Sun  
 shining at Intervals 10 P.M. light. Air  
 from N.W. employed killing elephant  
 trying out Oil and setting up Casks still  
 laying anchor so ends this 24 hours

Thursday Mar <sup>the</sup> 29. 1894.

This 24 hours first part light winds N.W.  
 3 P.M. wind freshens sky dark cloudy  
 and lowerz employed getting blubber  
 alongside trying out Oil and making casks  
 smooth sea

Middle part wind freshens from N.W.  
 coming in strong squalls Heavy fall of  
 rain all throughout the watch smooth sea  
 8 P.M. set the anchor watches

Leatter part fresh wind N.W. coming  
 in strong squalls and raining steadily  
 some sea on still laying at anchor  
 so ends this 24 hours



Remarks On Board's Ch<sup>r</sup> Francis Allen of  
Friday Mar <sup>the</sup> 30. 1894

This 24 hours first part wind moderates  
N.W. more steady in force rain showers  
some sea on. Employed down Oil

Middle part fresh squalls of wind from  
N.W. Sky overcast with broken clouds  
some sea on & P.M. Set the anchor watches

Latter part wind coming in fresh  
squalls from N.W. Accompanied with  
hail at times some sea on. Employed  
stowing down Oil mincing blubber  
and trying out Oil still laying at  
Anchor so ends this 24 hours

Saturday Mar <sup>the</sup> 31. 1894

This 24 hours first part wind  
N.W.W. coming in fresh snow squalls  
at intervals at times clear some sea  
on. Employed stowing down Oil  
mincing and trying out

Middle part wind N.W.W. coming in  
fresh squalls at times Sky overcast with  
flying clouds some sea on & P.M. Set  
the anchor watches

Latter part fresh wind squalls from  
N.W. Sky cloudy some sea on. Employed  
stowing down Oil mincing and  
trying out still laying at Anchor  
so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Apr ~~the~~ 1. 1894

This 24 hours first part fresh winds N.W. coming in squalls sky cloudy and saw some sea on 4 P.M. finished tying out employed stowing down Oil and otherwise employed

Middle Part light winds N.W. calm at times sky cloudy and calm some sea on 8 P.M. Set the Anchor watches

Latter Part wind coming in Heavy squalls from N.W. & blowing strong Heavy fall of rain all through the watch some sea on Still laying at Anchor so ends this 24 hours

Monday Apr ~~the~~ 2. 1894

This 24 hours first part Strong wind N.W. & coming in Heavy squalls and still raining Heavily some sea on 4 P.M. wind moderates a little

Middle part light winds from the N.W. coming in moderate squalls and still raining coming in foggy 8 P.M. Set the Anchor watches some sea on

Latter part light winds steady in force from the N.W. still raining some sea on Still laying at Anchor so ends this 24 hours



Remarks On Board Sch Francis Allyn of  
 Tuesday Apr <sup>the</sup> 3. 1894

This 24 hours first part light winds  
 from the Nwd and raining steadily  
 dark and gloomy some sea on Ice  
 coming down the Bay

Middle part wind W. coming in fresh  
 squalls 3 P.M. stop raining Sky clearing  
 up some sea on 8 P.M. Set the anchor watches

Latter Part wind W.N.W. coming in  
 strong squalls accompanied with large  
 Hail Sky over cast with flying clouds  
 some sea on Employed stowing down  
 Oil taking Water and wood aboard  
 Manuel. Run Sick with a cold Still  
 laying at anchor so ends this 24 hours

Wednesday Apr <sup>the</sup> 4. 1894

This 24 hours first part fresh winds  
 W.N.W. coming in strong squalls with  
 Hail cold and blustering some sea on  
 4 P.M. finished stowing down Oil  
 Employed taking Water

Middle Part fresh squalls of wind  
 W.N.W. coming with Hail some sea on  
 8 P.M. Set the anchor watches

Latter Part light winds from the  
 Wnd calm at times Sky cloudy and  
 damp light snow coming down smooth  
 sea Employed taking water breaking  
 out provisions and putting leaks  
 ashore Still laying at anchor so  
 ends this 24 hours



New Bedford Mass Capt Joseph H. Fuller Master <sup>1894</sup>  
 Thursday Apr <sup>the</sup> 5. 1894

This 24 hours first part light winds from the W. & calm at times sky cloudy and snowing lightly some sea on & employed bending & hoisting sail and getting vessel ready for sea 4 P.M. light air from the W. & coming with rain

Middle part light wind from N.W. steadily in force still raining some sea on 8 P.M. Set the anchor watches

Latter part light squalls of wind from N.W. and raining steadily some sea on crew variously employed still laying at anchor so ends this 24 hours

Friday Apr <sup>the</sup> 6. 1894.

This 24 hours first part light wind from N.W. coming in rain squalls long and heavy swell in the harbor. employed overhauling and bending the cables together

Middle part fresh winds N.W. coming in squalls at times with rain sky cloudy and damp some sea on 8 P.M. Set the anchor watches

Latter part calm and warm some sea on cloudy sky 8 A.M. Hove up the Port Anchor and cleared the cables finished taking water 10 A.M. light wind from the N.E. sky clear and warm still laying at anchor so ends this 24 hours



Remarks On Board Sch<sup>r</sup> Francis. Allen of  
Saturday Apr <sup>the</sup> 7. 1898

This 24 hours first part light winds  
from the N.E. calm at times 3 P.M. Sky  
clouding up smooth sea crew  
variously employed

Middle part light wind N.W. coming  
in moderate squalls cloudy sky some  
sea on 8 P.M. Set the anchor watches  
Midnight wind freshens coming in  
strong squalls at times starlight

Latter part light winds N.E. coming  
in squalls foggy and lively 8 A.M.  
more rain and fog showers some sea  
on Ice coming down the Bay crew  
variously employed still laying  
at anchor so ends this 24 hours

Sunday Apr <sup>the</sup> 8. 1898

This 24 hours first part fresh breeze  
coming from N.W.E. with strong squalls  
rain and fog showers some sea on

Middle part wind freshens from the  
N.W. coming in heavy squalls 6 P.M.  
Let go Port anchor payed out 25 fathoms  
of chain and 70 fathoms on Starboard  
chain some sea on 8 P.M. Set the anchor  
watches sky cloudy and rainy Midnight  
blowing a fresh Gale from the N.W.

Latter part fresh Gales of wind from  
N.W. coming in heavy squalls accompanied  
with hail sky clear at times entirely  
overcast with flying clouds cold and  
blustering heavy swell on still laying  
at anchor so ends this 24 hours



1894

New Bedford Mass. Capt Joseph J. Fuller Master  
Monday Apr ~~the~~ 9. 1894

This 24 hours first part fresh Gale of wind from the N.W. coming in heavy squalls with snow sky over cast with flying clouds Sun shining at times 4. P.M. layed out 30 fathoms on Port le hain and 80 fathoms on Starboard chain Heavy swell on

Middle Part wind slightly moderating from N.W. coming in heavy squalls with snow sky dark cloudy Heavy swell on S.P.M. Set the Anchor watches

Latter part Moderate wind N.W. coming in fresh squalls with rain sky cloudy and saw some sea on Variously employed Still laying at anchor so ends this 24 hours

Tuesday Apr ~~the~~ 10. 1894

This 24 hours first part light winds from the N.W.W. coming in squalls at intervals with light rain and fog showers some sea on crew Variously employed

Middle Part light wind N.W.W. coming in squalls with rain showers some sea on sky dark cloudy S.P.M. Set the anchor watches

Latter Part calm and unsteady wind from E.N.E. sky over cast with clouds Sun shining at times some sea on S.P.M. Hove up Port anchor and Hove in 30 fathoms on Starboard le hain employed washing vessel Still laying at anchor so ends this 24 hours



Remarks On Board Schr Francis Callyn of  
Wednesday Apr <sup>the</sup> 11. 1894

This 24 hours first part light wind  
Hauling to the Nwd 2 P.M. run line  
to kedge. Schr of Shore wind breezes up  
coming in strong squalls with rain  
Let go Port Anchor payed out 33 fathoms  
of chain and 65 fathoms on Starboard  
chain rough sea employed washing Schr

Middle Part Strong wind from  
the Nwd coming in Heavy squalls with  
rain some sea on 8 P.M. Let the Anchor  
watches

Latter Part strong breeze from W.N.W.  
coming in Heavy squalls at intervals.  
Sky over cast with flying clouds rough  
choppy sea Employed washing Boats Still  
laying at Anchor so ends this 24 hours

Thursday Apr <sup>the</sup> 12. 1894

This 24 hours first part wind moderating  
a little W.N.W. Sky over cast with flying  
clouds some sea on finished washing  
Boats

Middle part light and unsteady winds  
from the W.N.W. Sky cloudy and damp  
some sea on 8 P.M. Let the Anchor watches

Latter Part calm and unsteady  
winds W.N.W. smooth sea 8 A.M. hove up  
the Starboard Anchor and hove in  
20 fathoms on Port chain 10 A.M. wind  
coming with light snow squalls cloudy  
Sky Employed repairing Starboard  
Boat Still laying at Anchor so ends  
this 24 hours



1894

New Bedford Mass. Capt Joseph S. Fuller Master  
Friday Apr <sup>the</sup> 13. 1894.

This 24 hours first part winds W.N.W. coming in light snow squalls smooth sea cloudy sky finished repairing Star. Boat

Middle Part light wind W.N.W. coming in moderate squalls at times smooth sea sky cloudy 8 P.M. Set the anchor watches

Latter Part light wind from the N.W. and raining steadily smooth sea still laying at anchor so ends this 24 hours

Saturday Apr <sup>the</sup> 14. 1894.

This 24 hours first part light winds from the N.W. coming with rain smooth sea 3 P.M. stops raining sky lighting up wind hauling to the W.N.W.

Middle Part light winds W.N.W. steady in force blue sky and clouds smooth sea 8 P.M. set the anchor watches rainy towards latter part of watch wind hauling to the N.W.

Latter Part fresh squalls of wind from the N.W. and raining steadily some sea on still laying at anchor so ends this 24 hours

Sunday Apr <sup>the</sup> 15. 1894

This 24 hours first part wind coming in fresh squalls and hauling to N.W. Heavy swell coming in the Harbor 3 P.M. stops raining sky broken sun shining through at times

Middle Part light winds N.W. coming in moderate squalls sky clear and moon light heavy swell on 8 P.M. Set the anchor watches

Latter Part calm and snowing steadily Heavy swell on continues to be calm throughout the watch still laying at anchor so ends 24 hours



Remarks On Board Schr Francis Allen of  
Monday Apr ~~17~~<sup>the</sup> 16. 1894

This 24 hours first part calm stops snowing  
Sky clear and pleasant some sea on 2 P.M.  
Light Air N.W. 3 P.M. Had a heavy squall of Hail  
Middle part light wind N.W. coming  
in moderate squalls with snow some  
sea on 8 P.M. Set the anchor watches  
Sky clear and moonlight

Latter Part calm and snowing  
thick 9 A.M. Hove up anchor and got  
under way thick snow squalls light  
wind S.W. put all three Boats ahead  
and pulled schr out of Thunder  
Harbo Heavy swell from the Wrd  
Sky clear and pleasant between the  
Vessel <sup>squalls</sup> Heading down the Bay so  
ends this 24 hours

Tuesday Apr ~~17~~<sup>the</sup> 17. 1894

This 24 hours first part calm 1 P.M.  
fresh breeze from the Wrd with thick  
snow squalls boats came along side  
Heavy cross sea from the Wrd steering  
N.E. by E. up the canal crew variously  
employed

Middle Part Strong wind N.W.  
coming in heavy squalls 6 P.M. took 1  
reef in fore sail Sky clear and moonlight  
Heavy sea from the Wrd Midnight Sky  
clouding up 2 A.M. jebbed over blowing  
a fresh Gale N.N.W. 3 A.M. took 2nd reef  
in main sail Hauled up on the wind and  
Hove to Heading N.N.E. of N.E. dark cloudy  
and rainy



New Bedford Mass Capt. Joseph J. Butler Master <sup>1844</sup>

Latter Part fresh Gale continues from W.N.W. coming in heavy squalls at intervals heavy seas. 5 A.M. Hauled down jib 8 A.M. stops raining sky clearing up sun shining took in main sail set reefed storm try sail and Hauled down Fore staysail still Hove to under reefed Fore sail reefed try sail heading N.N.W. of to N. wind coming in heavy squalls with rain pump vessel every two hours so ends this 24 hours  
Course Drift N.N.E.

Wednesday Apr 18 1844

This 24 hours first part strong Gale from W.N.W. coming in heavy squalls with rain very high and heavy sea W.N.W. 3 P.M. Vessel shipped a sea and Broke Fore stay <sup>sail</sup> boom sky clearing up at times 4 P.M. moderates a little 5 P.M. carried away flying jib boom 6 P.M. got the rigging cleared up Crew variously employed

Middle part Gale moderates from W.N.W. heavy sea vessel rolling and pitching heavily sky clear and moonlight at times squally Midnight sea running down a little 1 A.M. set jib and wore ship steering S.S.W.

Latter part strong winds coming in squalls and hauling to the N.W. 5 A.M. took in try sail set doubled reefed mainsail wind moderating 7 A.M. shook reef from Fore sail 1 from main sail steering S.W. set Fore stay sail 9 A.M. coming in thick fog with rain tacked ship and Hove to heading of shore N by E. wind generally freshening took 1 reef in Fore sail set reefed storm try sail hauled down jib still Hove to pump vessel every 2 hours so ends this 24 hours



Remarks On Board Schooner Francis Allen of  
Thursday Apr ~~the~~ 19.. 1898

This 24 hours first part wind coming in fresh squalls from the NW. thick fog and rainy sea running down 2 P.M. fog lifts saw the land bearing SW made sail and tacked ship steering S by W. crew variously employed

Middle Part fresh squalls of wind from the NW. Sky over cast with clouds sun shining at times Heavy swell from N.W. 6 P.M. shook reef from fore sail 9 P.M. came to anchor in Butlers Harbor let go Port anchor in 13 fathoms of water and payed out 45 fathoms of chain Set the anchor watches smooth sea in the Harbor

Latter Part fresh winds coming in strong squalls from N.W. with fog showers smooth sea 9 A.M. wind freshens payed out 55 fathoms of chain on Port anchor Sky cloudy and saw William Augustus off duty with a lame back crew variously employed Still laying at anchor so ends this 24 hours

Friday Apr ~~the~~ 20.. 1898

This 24 hours first part wind moderates more steady in force from the N.W. sky cloudy and saw sun shining at times crew variously employed

Middle Part fresh wind steady in force and direction from N.W. Sky cloudy some swell on 8 P.M. Set the anchor watches midnight wind freshens coming in strong squalls

Latter Part Strong winds N.W. coming in Heavy squalls at short intervals sky cloudy and damp smooth sea Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph P. Fuller Master 1894  
 Saturday Apr <sup>the</sup> 21.. 1894

This 24 hours first part strong wind N.W. coming in heavy squalls at times Sky overcast with clouds Sun shining at times smooth sea & P.M. wind moderates more steady in force from the N.W.

Middle part moderate wind from the N.W. coming in light squalls at times Sky overcast with clouds Moon shining at times smooth sea & P.M. Set the Anchor watches

Latter Part Calm 6.. A.M. Hove up Anchor and got under way for Norton's Harbor Light Air coming from N.W. clear Sky 9.. A.M. Let go Port Anchor in Norton's Harbor in 5 fathoms of water payed of 25 fathoms of chain Variously Employed & till laying at anchor so ends this 24 hours Frank Travers of duty with swollen feet

Sunday Apr <sup>the</sup> 22.. 1894

This 24 hours first part light winds N.W. coming in moderate squalls clear Sky smooth sea Employed making fore stay sail Down and putting flour and Bread ashore

Middle part light wind N.W. steady in force and direction smooth sea & P.M. set the Anchor watches Midnight wind coming in strong squalls Sky clear and Moon light

Latter Part light winds coming in fresh squalls accompanied with Snow at Intervals blue Sky and clouds smooth sea Employed splicing Flying Jib Boom

Still laying at Anchor so ends this  
 24 hours



Remarks On Board Schr Francis. Allen. of  
Monday Apr ~~the~~ 23, 1894

This 24 hours first part wind coming in fresh squalls from the N.W. with snow smooth sea & sky over cast with clouds clear at times finished splicing & flying jib Boom

Middle Part light wind N.W. coming in fresh snow squalls & sky clear and moonlight smooth sea 8 P.M. Set the Anchor watches

Latter Part wind coming in fresh squalls from the W. at 7 A.M. Hove up Anchor and got under way flying clouds cold and blustering 9 A.M. Set the Mast Head watches smooth sea Vessel cruising for Whales pump Vessel every four hours so ends this 24 hours

Tuesday Apr ~~the~~ 24, 1894

This 24 hours first part light winds from the W. coming in fresh squalls at times clear sky Vessel cruising for Whales 4 P.M. wind dropped of to calm put 2 Boats ahead and towed Schr in to Port Harbor 5 P.M. let go Port Anchor in 4 fathoms of ~~chain~~ water payed out 25 fathoms of chain

Middle part calm and clear sky smooth sea 8 P.M. Set the Anchor watches

Latter Part fresh wind N.N.W. coming in squalls flying clouds sun shining cold and raw employed sending out flying jib Boom smooth sea still laying at anchor so ends this 24 hours



New Bedford, Mass Capt Joseph J. Buller Master 1894  
 Wednesday Apr ~~the~~ 25. 1894

This 24 hours first part fresh breeze N.N.W.  
 steady in force and direction clear sky  
 cold and blustering smooth sea. Employed  
 setting up & flying Jib Boom Gear George Dyer  
 off duty with sore leg

Middle Part wind coming in fresh  
 squalls from N.N.W. sky clear and moon light  
 smooth sea 8 P.M. Set the Anchor watches

Latter Part light winds N.N.W. coming  
 in moderate squalls at times cold and  
 raw finished setting up flying Jib Boom  
 Gear Employed taking water sky over cast  
 with flying clouds Still laying at anchor  
 so ends this 24 hours

Thursday Apr ~~the~~ 26. 1894

This 24 hours first Part wind coming  
 in fresh squalls at times from N.N.W.  
 smooth sea sky over cast with flying  
 clouds Employed bending & flying Jib  
 and other wise employed

Middle Part light breeze N.N.W. steady in force  
 and direction sky clear and moon light  
 some swell 8 P.M. Set the Anchor watches

Latter Part calm and warm clear sky  
 7 A.M. Hove up anchor and got under way  
 with all sail Set 8 A.M. fresh breeze spring  
 up from the N.W. 9 A.M. Set the ~~Anchor~~<sup>mast head</sup>  
 watches some swell on Vessel cruising  
 for Whales George Dyer and Frank Travers  
 on duty crew variously employed pump  
 Vessel every four hours so ends this 24 hours



Remarks On Board Schr Francis Lilly of  
Friday Apr ~~the~~ 27. 1894

This 24 hours first part fresh breeze from the NW steady in force and direction Sky clear and pleasant some swell on Vessel cruising for Whales 7 P.M. came to anchor in Norton's Harbor in 4 fathoms of water let go Port anchor and payed out 25 fathoms of chain crew variously employed

Middle Part light wind from the NW steady in force and direction smooth sea clear Sky 8 P.M. set the anchor watches

Latter Part calm and warm Sky over cast with clouds smooth sea employed unbending Fore and main sails and breaking out Sail Leases Still laying at anchor so ends this 24 hours.

Saturday Apr ~~the~~ 28. 1894.

This 24 hours first part calm and warm sky Partly cloudy at times smooth sea employed repairing old Fore and Main Sail and putting New Sails into Leases 2 P.M. light breeze springing up from the NW

Middle Part light wind N.N.W. coming in moderate squalls at times Sky over cast with clouds smooth sea 8 P.M. set the anchor watches

Latter Part light winds from the NW Sky cloudy and damp 10 A.M. coming in foggy with rain employed repairing Main Sail and scraping down Fore and Main Mast Still laying at anchor so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Apr ~~the~~ 29. 1894.

This 24 hours first Part light winds from the Ewd Steady in force coming with rain thick fog Variouslly employed

Middle Part calm Sky clearing up Starlight smooth sea 8 P.M. set the Anchor watches

Leatter Part light winds from the Nwd and clear 8 A.M. clouding up 10 A.M. more fog and rain showers smooth sea Employed Slurking Fore and main Mast bending main sail and taking salt aboard Still laying at Anchor so ends this 24 hours

Monday Apr ~~the~~ 30. 1894

This 24 hours first part comes in with light winds from the Nwd and raining steadily smooth sea

Middle Part light winds from the Nwd coming in fresh squalls with fog and rain showers smooth sea 8 P.M. Set the Anchor watches

Leatter Part light wind coming in moderate squalls from the N.N.E. Sky over cast with clouds smooth sea employed bending Fore sail main sail and jib and breaking out flour and meat Still laying at Anchor so ends this 24 hours



Remarks On Board Schooner Francis C. Llyn of  
Tuesday May ~~the~~ 1.. 1894

This 24 hours first part light winds  
from N.N.E. coming in moderate squalls  
at times Sky cloudy and damp smooth  
sea Crew Variouslly Employed

Middle Part moderate wind from  
N.N.E. coming in light squalls smooth  
sea Sky dark cloudy 8 P.M. Set the Anchor  
watches

Latter Part light winds N.W. coming  
in fresh squalls at times Sky clear  
Crew Variouslly employed Still laying  
at Anchor so ends this 24 hours

Wednesday May ~~the~~ 2.. 1894

This 24 hours first part light winds  
N.W. coming in fresh squalls at times  
with Snow sun shining smooth sea  
Crew Variouslly employed

Middle Part light winds N.W. coming in  
fresh squalls at times smooth sea Sky clear  
8 P.M. Set the Anchor watches 10 P.M. Sky  
cloudy wind Hauling to the Ewd and raining  
steadily all through the watch

Latter Part wind coming in fresh  
squalls from the Ewd and raining  
steadily some sea on 7. N.M. stop raining  
Sky clearing up wind Hauling to the Nwd  
Crew Variouslly employed Still laying  
at Anchor so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master <sup>1894</sup>  
 Thursday May ~~the~~ 3<sup>rd</sup> 1894

This 24 hours first part fresh breeze from the N.W. coming in strong squalls. Sky clear & cold and saw some sea on crew variously employed

Middle Part wind coming in strong squalls from the N.W. some sea on Sky clear and starlight 8 P.M. set the anchor watches

Leatter Part wind moderates from the N.E. coming in light snow squalls 7 A.M. Hove up anchor and got under way with all sail set 9 A.M. wind freshens coming with strong snow squalls from the N.W. took 1 reef in Main Sail Hauled down flying jib some sea on 11 A.M. came to anchor in Exile Harbor in 5 fathoms of water payed out 25 fathoms of chain on Port anchor still snowing so ends this 24 hours

Friday May ~~the~~ 4<sup>th</sup> 1894

This 24 hours first part strong squalls of wind from N.W. accompanied with rain and snow smooth sea cold and raw crew variously employed

Middle Part wind N.W. coming with strong snow squalls at intervals smooth sea starlight at times 8 P.M. Set the anchor watches

Leatter Part fresh wind N.W. coming with thick snow squalls at times cold and disagreeable smooth sea clear at times employed breaking out provisions still laying at anchor so ends this 24 hours



Remarks On Board Schr Francis Glyn of  
Saturday May ~~the~~ 5. 1894

This 24 hours first part light wind  
N.W. coming in fresh squalls with snow  
smooth sea employed taking water

Middle Part light wind from the  
N.W. coming in moderate squalls at times  
sky dark cloudy and damp smooth sea  
8 P.M. Set the anchor watches rain and  
snow squalls towards latter part of watch

Latter Part light winds from the N.E.  
calm at times sky clear and pleasant  
smooth sea finished taking water still  
laying at anchor so ends this 24 hours

Sunday May ~~the~~ 6. 1894

This 24 hours first part light winds  
from N.W. coming in moderate squalls with  
snow sky over cast with clouds smooth sea  
employed getting vessel ready for sea

Middle Part light wind N.W. coming  
in squalls and snowing thick at times  
smooth sea sky clear and starlight 8 P.M.  
Set the anchor watches

Latter Part light winds from the  
Wrd steady in force and direction  
7 A.M. took Waist Boat in on Deck Hove  
up anchor and got under way for  
the N.W. sky clear and pleasant smooth  
sea employed taking in anchors  
unbending and stowing cables below  
pump vessel every four hours so ends  
this 24 hours William Augustus on Duty



New Bedford Mass Capt Joseph S. Fuller Master  
Monday May ~~the~~ 7. 1894

This 24 hours first part light winds  
from the Wrd. steady in force and direction  
sky clear sea smooth 3 P.M. wind freshen  
Hauling to the N.W. sky clouding up 4 P.M.  
took 1 reef in Fore Sail 2nd reef in Main Sail  
Heavy sea coming from N.W. Steering a  
course N.N.E. Leew Variously employed

Middle part strong wind W. coming in  
Heavy squalls with fog showers Heavy sea  
running N.W. Midnight took in Main sail  
set reefed Storm try Sail took 2nd reef in  
Fore sail sky dark cloudy Vessel making  
some water cold and raw steering N.E. by E.

Leatter Part strong wind W. coming in  
heavy squalls Heavy sea running N.W. & E.M.  
a little moderate shook 1 reef from Fore  
Sail Shook reef from try sail sea a little  
more regular Sky cloudy and damp steering  
N.E. pump Vessel every hour so ends this  
24 hours Course N.N.E. No lbs

Tuesday May ~~the~~ 8. 1894

This 24 hours first part strong breeze from  
W.S.W. coming in heavy Squalls at times  
Heavy sea running W.N.W. Sky lighting up  
at times sun shining through 6 P.M. took  
2nd reef in Fore Sail and reefed the try sail  
took in Jib Steering N.E. Leew Variously  
employed

Middle part strong wind W.S.W. coming  
in Heavy squalls at intervals Very Heavy sea  
running from W.N.W. Sky over cast with fog  
clouds 6 P.M. took 2nd reef in Fore Sail and  
reefed the try sail Hauled down jib 8 P.M. started  
the After leeche rope on Fore sail lowered it down  
and took 3rd reef in it Steering N.E.



Remarks On Board Sch<sup>r</sup> Francis. Gillyn of

Latter Part Strong wind W.S.W. coming in Heavy squalls at times Very Heavy cross sea from the Wrd Vessel making some water 4:00 M. wind a little more moderate shook reef from try sail and set jib steering N.E. pump Vessel every hour so ends this 24 hours

Course N.N.E. No Obs

Wednesday May <sup>the</sup> 9. 1894

This 24 hours first part fresh wind coming in heavy squalls at times and hauling to S.W. by W. Heavy cross sea from the Wrd Sky over cast with fog clouds sun breaking out at times Crew variously employed steering a course N.E.

Middle Part a fresh steady breeze W by S. Heavy sea W.S.W. Vessel a combination of pitch and roll both deep but easy Mid night more moderate sea running down motion of Vessel more easy took in try sail set 2. reefed main sail and flying jib steering N.

Latter Part light winds from the Wrd steady in force and direction Sky clear and pleasant day light turned out all reefs lowered down Fore Sail at 10:00 M. for repairs Heavy swell from the W.S.W. pump Vessel every hour so ends this 24 hours

Course N.N.W. Lat at 41° 27' S Lon 72° 08' W.



New Bedford Mass Capt Joseph J. Fuller Master 1894

Thursday May <sup>the</sup> 10.. 1894

This 24 hours first part light winds and pleasant weather from the Wrd some swell 3 P.M. finished repairing fore sail set main top sail steering a course N

Middle Part light winds from the Wrd calm at times sky clear and starlight heavy swell from the Wrd midnight sky clouding up 3 A.M. had a strong squall of wind and rain took in main top sail hauled down flying jib wind hauling to W. by N. steering N.

Latter Part fresh breeze coming in strong squalls at times from W. by N. 7 A.M. took 1 reef in main sail sky overcast with clouds sun shining at times rough choppy sea from the Wrd meridian furled flying jib took 1 reef in fore sail wind generally freshening steering a course N. by E. pump vessel every hour so ends this 24 hours

Course N.N.W. Lat  $39^{\circ} 10'$  S. Long  $71^{\circ} 20'$  E.

Friday May <sup>the</sup> 11.. 1894

This 24 hours first part fresh wind from N.N.W. by N. coming in strong squalls

1 P.M. took 2nd reef in main sail heavy sea running from W.N.W. sky overcast with clouds 3 P.M. took 2nd reef in fore sail wind freshening 4 P.M. took in main sail set reefed storm try sail took in jib steering a course N.N.E.

Middle Part fresh wind from the Wrd coming in strong squalls 5 P.M. had a heavy squall of wind and rain sky clear and starlight at times heavy sea from running from the Wrd midnight wind more moderate sea running down a little 2 A.M. set jib steering N.N.E.



Remarks On Board Schr. Francis. Lilly of  
 Latter Part moderate wind from the  
 S.W. coming in light squalls sea running  
 down a little 5 A.M. turned reef out of try sail  
 Daylight shook reef from fore sail 7 A.M. took  
 in try sail Set 2<sup>nd</sup> reefed main sail Sky over  
 cast with flying clouds clear at times  
 meridian shook reef from fore sail Set flying  
 jib Steering N pump Vessel every two hours  
 so ends this 24 hours

Course N.N.W. Lat  $37^{\circ}20'$  S. Lon  $69^{\circ}57'$  E

Saturday May ~~the~~ 12. 1894

This 24 hours first part light Wind S.W.  
 steady in force and direction sea running  
 down S.W. Sky over cast with flying clouds  
 1 P.M. shook reef from main sail Steering  
 a course N.N.W. crew variously employed

Middle Part light and unsteady winds from  
 S.W. calm at times Sky dark cloudy shook reef  
 from main sail 6 P.M. wind dropped off to  
 calm Heavy swell coming from the N.W. and  
 Vessel rolling and sails slatting heavily  
 2 A.M. lowered main sail down 4 A.M. light  
 winds from the N.W. Set main sail Steering  
 full and by

Latter Part light winds from the N.W. and  
 unsteady in force and direction 8 A.M.  
 lowered main sail down for repairs Sky  
 dark cloudy some swell from the N.W.  
 pump Vessel every two hours so ends  
 this 24 hours Steering full and by  
 Course N.N.W. No Ob



New Bedford Mass Capt Joseph J. Fuller Master 1894  
 Sunday May ~~the~~ 13. 1894

This 24 hours first part light winds from N.N.E. move steady in force but unsteady in direction Sky cloudy 1 P.M. finished repairing and set main sail with 1 reef. a short choppy sea from the N.W. 3 P.M. wind freshens a little 6 P.M. took in flying jib and took reef in fore main sail steering full and by crew variously employed

Middle Part fresh wind coming in strong squalls from the N.W. 6 P.M. took 2nd reef in fore sail Heavy sea running from the N.W. took 2nd reef in main sail Sky cloudy moon shining at times 10 P.M. wind generally freshening took in jib mid night Sky clearing up 3 A.M. took in main sail set reefed storm try Hove to heading W.N.W.

Latter Part fresh wind from the N.W. coming in strong squalls Heavy sea running from the N.W. 7 A.M. running Vessel steering W. Sky clear 9 A.M. wind increasing blowing a fresh Gale Wore ship and hauled down fore staysail Hove to heading N.E. of E.N.E. Vessel making some water pump Vessel every hour so ends this 24 hours

Course W. by S. Lat  $37^{\circ}35'$  Long  $67^{\circ}48'50''$  E.

Monday May ~~the~~ 14. 1894

This 24 hours first part fresh Gale of wind from the N.W. coming in strong squalls heavy sea running Sky cloudy sun shining at times Vessel still Hove to heading N. by E. N.E. under doubled reefed fore sail and reefed storm try sail crew variously employed



Remarks On Board Schs Francis C. Llyn of  
 Middle Part Gale continues fresh from  
 the Wrd coming in strong squalls Heavy sea  
 running from the Wrd Sky dark cloudy  
 and damp Still Hove to Heading N.E. of E.N.E.  
 Had a heavy fall of rain from Midnight to 2 A.M.  
 3 A.M. Gale Broke stops raining light wind  
 coming from W.N.W. sea running down  
 Vessel rolling and Sails slatting Heavily  
 Still Hove to Heading N by W. of E.N. by E.

Latter Part light wind W. by N. coming  
 in squall light rain and fog showers  
 5 A.M. Set fore stay sail Started a rip in  
 fore sail lowered it down and set jib sea  
 more regular 7 A.M. Set single reefed fore sail  
 10 A.M. running Vessel Steering N pump  
 Vessel every hour so ends this 24 hours  
 Course E.N.E. No Obs

Tuesday May ~~the~~ 13. 1899

This 24 hours first part wind freshens  
 from the Wrd Heavy swell W.N.W. sky lighting  
 up at times 4 P.M. wind coming in strong  
 squalls 6 P.M. took 2nd reef in fore sail  
 Steering a course N by E crew variously employed

Middle Part light wind coming in strong  
 squalls from the Wrd Heavy sea W.N.W.  
 Sky clear and moon light over cast with  
 flying clouds at times Manuel Run rapidly  
 growing worse 10 P.M. wind moderates sea  
 running down at 30 minutes past 2 A.M.  
 Manuel Run passed away with the Drapery  
 Steering a course N.



1839

New Bedford Mass Capt Joseph F. Fuller Master  
 Letter Part light winds W. S. W. coming in  
 moderate squalls some swell on Sky overcast  
 with clouds at times clear 6 A.M. shook reef  
 from Fore sail and turned reef out of try sail  
 7 A.M. prepared Body for Burial 9 A.M. laid  
 a back to perform Burial Service and  
 committed Body to the deep. took in try sail  
 set single reefed main sail 10 A.M. Shook  
 out reef from Fore sail and set flying jib  
 steering N. W. W. pump Vessel every two hours  
 so ends this 24 hours

Course N. by W. Lat  $35^{\circ}59'$  S. Lon  $67^{\circ}10'$  E

Wednesday May ~~the~~ 16. 1834

This 24 hours first part light winds  
 W. S. W. unsteady in force and direction  
 coming in fresh squalls at times Sky  
 overcast with flying clouds 3 P.M. wind  
 hauling to S. W. Steering a course N. W. by N  
 crew Variously employed

Middle Part light winds from the Wrd  
 coming in moderate squalls some swell on  
 from the Wrd Sky overcast with heavy dark clouds  
 light fog showers at times Steering N. W. by N.

Letter Part light winds from the Wrd  
 calm at times some swell on Vessel roofing  
 and sails slatting heavily 9 A.M. wind  
 dropped of to calm Vessel drifting about  
 Sky cloudy and warm pump Vessel every  
 hour so ends this 24 hours

Course N. W. by W. No Obz



Remarks On Board Schr Francis C. Llyn of  
Thursday May ~~the~~ 17. 1894

This 24 hours first part continues to be calm 1 P.M. lowered down fore and main sail some swell on sky cloudy employed repairing fore sail

Middle part light wind from the S.W. calm at times smooth sea sky clear and moon light 9 P.M. wind dropped off calm throughout the watch

Latter Part calm and warm sky over cast with flying clouds 3- A.M. light breeze springing up from the S.E. made all sail steering W pump Vessel every hour smooth sea so ends this 24 hours

Course N.W. by N. Lat  $35^{\circ} 11' S$ . Lon  $65^{\circ} 33' E$ .

Friday May ~~the~~ 18. 1894

This 24 hours first part light winds S.E. steady in force and direction some swell on sky over cast With flying clouds at times steering a course W crew variously employed

Middle Part light wind S.E. steady in force and direction sky cloudy some swell S.E. steering W

Latter Part light wind from the S.W. and S.W. steady in force and direction sky cloudy smooth sea crew variously employed all sail set pump Vessel every hour so ends this 24 hours

Course W. by S.  $1/2 S$ . Lat  $35^{\circ} 53' S$ . Lon  $62^{\circ} 19' E$ .



New Bedford Mass Capt Joseph J. Fuller Master 1894  
 Saturday May ~~the~~ 19.. 1894

This 24 hours first part light wind from the S.E. Steady in force and direction smooth sea Steering a course W.N.W. Crew Variously employed

Middle Part light wind S.E. unsteady in force and direction smooth sea Sky over cast with clouds Moon shining through 2 A.M. wind dropped off

Leatter Part light variable wind from all around the compass calm at times sails slatting 3 A.M. lowered down main sail some swell from the N.W. Sky over cast with clouds and warm employed Pumping the quarter Boats pump Vessel every hour so ends this 24 hours

Course W. 3/4 N. Lat  $35^{\circ}43'$  S. Lon  $60^{\circ}37'$  E.

Sunday May ~~the~~ 20.. 1894

This 24 hours first part calm and warm 2 P.M. light wind from the N.W. set main sail steering full and by some swell from the N.W. crew Variously employed

Middle Part wind freshens from the N.W. coming in fresh squalls at times 6 P.M. took in main top sail Sky over cast with clouds Moon shining through 8 P.M. took 1 reef in main sail 9 P.M. wind freshens took 1 reef in fore sail and double reefed the main sail 11 P.M. took in flying jib Heavy sea from the N.W. steering full and by 2 A.M. double reefed in fore sail took in main sail Set reefed storm try sail Healed down jib come to heading N.W. by W. Leatter Part fresh wind coming in heavy squalls from the N.W. heavy sea 11 A.M. heavy fall of rain pump Vessel every hour so ends this 24 hours steering W. Course W.S.W. No Ob



Remarks On Board Sch Francis. Allen of  
Monday May ~~the~~ 21.. 1894

This 24 hours first part strong wind N coming with heavy squalls with rain heavy sea running from the Nwd 2 P.M. stops raining sky broken at times steering a course W. crew variously employed

Middle Part strong wind coming in heavy squalls and hauling to the Wrd heavy sea N sky over cast with dark murky clouds moon shining 8 P.M. hauled down Jib and Fore stay sail Hove Ship and Hove to Heading N.W. of to N.N.W. under double reefed Fore sail and reefed Storm try sail 2 A.M. rain squalls

Le after Part wind moderates a little more steady in force from the Wrd sea running down a little set Fore stay sail and Jib 6 A.M. shook reef from try sail 1 from Fore sail steering N.E. 7 A.M. more moderate took in try sail set 2 reefed main sail sea running down 10 A.M. turned out all reefs from Fore sail 1 from main sail 11 A.M. set flying jib clear sky steering N.W. by W. pump vessel every hour so ends this 24 hours

Course N. by W. Lat  $35^{\circ}40'$  S. Lon  $58^{\circ}13'$  W.

Tuesday May ~~the~~ 22.. 1894

This 24 hours first part light wind W.N.W. coming in fresh squalls sky clear 4 P.M. wind freshens took in flying jib took 1 reef in Fore sail some sea from Wrd steering full and by crew variously employed



New Bedford Mass Capt Joseph G. Fuller Master 1898

Middle Part fresh breeze from W.N.W. coming in strong squalls at times Sky clear and Moon light at times over cast with flying clouds smooth sea 11 P.M. wind moderates set flying jib Steering full and by

Le. after Part light wind and pleasant weather from the Wrd daylight turned out all reefs and set main top Sail Steering full and by smooth sea employed painting flying jib Boom and Starboard Boat pump Vessel every hour so ends this 24 hours

Course N by W.  $\frac{3}{4}$  W. Lat  $34^{\circ}16'S$ . Lon  $57^{\circ}37'30''$  W.

Wednesday May ~~the~~ 23. 1898

This 24 hours first part light winds and pleasant weather W. by N. smooth sea steering full and by Leew. Various employed

Middle Part light wind W.S.W. unsteady in force and direction smooth sea Sky clear and Moon light 11 P.M. wind freshens a little hauling to S.W.

Le. after Part light winds and pleasant warm weather from from S.W. unsteady in force and direction smooth sea employed painting Starboard Boat Steering N.W. pump Vessel every two hours so ends this 24 hours

Course N.W. by W.  $\frac{3}{4}$  W. Lat  $33^{\circ}14'S$ . Lon  $56^{\circ}27'W$ .



Remarks On Board Schr Francis Glyn of  
Thursday May ~~the~~ 24. 1898

This 24 hours first part light winds  
and warm pleasant weather from  
S.W. smooth sea 3 P.M. wind hauling  
to the S.W. steering W.S.W. crew  
variously employed

Middle Part light and unsteady wind  
from S.E. coming in moderate squalls  
with light rain smooth sea sky over  
cast with flying clouds mid night wind  
E.S.E. more steady in force steering W. by S.

Letter Part light wind E.S.E. unsteady  
in force and direction sky over cast  
with clouds 3 A.M. wind hauling to  
N.N.E. gibbed over steering W.N.W. light  
fog and rain showers smooth sea all  
sail set pump Vessel every hour so  
ends this 24 hours

Course W. by S. Lat  $33^{\circ}31'$  Lon  $55^{\circ}04'$  E.

Friday May ~~the~~ 25. 1898

This 24 hours first part light winds  
E.N.E. unsteady in force and direction  
sky over cast with clouds and clump  
3 P.M. wind hauling to the E.W. steering  
W.N.W. crew variously employed

Middle Part light wind E.N.E. unsteady in  
force and direction coming in moderate  
squalls at times with light rain squalls  
smooth sea steering E. course W.N.W.

Letter part light winds and pleasant  
weather from N.E. steady in force and direc-  
tion sky clear and pleasant smooth sea crew  
variously employed all sail set steering W.N.W.  
pump Vessel every two hours so ends this 24 hours

Course W. by N. Lat  $33^{\circ}26'$  Lon  $52^{\circ}49'15''$  E.



1894

New Bedford Mass Capt Joseph T. Fuller Master  
Saturday May <sup>the</sup> 26.. 1894

This 24 hours first part light winds from N.E. steady in force and direction Sky clear and pleasant smooth sea Steering a course W.N.W. Crew Variousy employed

Middle Part Light wind E.N.E. coming in fresh squalls but steady in direction Sky clear and Moon light mid night wind N.E. some swell from the N.W. Steering W.N.W.

Loatter Part light wind N.N.E. Steady in force and direction sky clear and pleasant some swell from N.N.E. Steering a course W.N.W. pump Vessel every hour so ends this 24 hours  
Course W. 1/4 S. Lat 33° 29' S. Lon 50° 00' E.

Sunday May <sup>the</sup> 27.. 1894

This 24 hours first part light wind N.N.E. coming in moderate squalls but steady in direction Sky clouding up some sea N.N.E. Steering W.N.W. crew Variousy employed

Middle part a fresh steady breeze from N.N.E. some sea from N.E. Sky clear and Moon light Steering W.N.W.

Loatter part light wind Hauling to E.N.E. steady in force and direction some sea on Sky clear and pleasant Vessel making some water all sail set crew.

Variousy employed Steering W.N.W. pump Vessel every hour so ends this 24 hours

Course W. 1/2 S. Lat 33° 42' S. Lon 46° 23' E.



Remarks On Board Schr Francis G. Allen of  
Monday May ~~the~~ 28. 1894

This 24 hours first part light wind  
E. N. E. coming in fresh squalls at  
times some sea on N. E. Sky clear at times  
Partly over cast with clouds 3 P. M.  
wind freshens hauling the N. E.  
took in main top sail steering W. N. W.  
Crew Variousy employed

Middle Part fresh wind N. N. E. coming  
in strong squalls 6 P. M. took in flying  
jib and close reefed the main sail 8 P. M.  
took 1 reef in fore sail wind hauling  
to N. W. Had a heavy rain squall midnight  
wind moderate calm at times stop  
raining took reef from fore sail  
steering full and by

Latter Part light winds Hauling  
towed 5 A. M. gebed our steering W. N. W.  
more rain squalls at times set flying  
jib 6 A. M. took 1 reef from main  
sail wind hauling to S. S. W. coming  
in fresh squalls with rain showers  
sky clearing up at times steering W. N. W.  
pump Vessel every hour so ends this  
24 hours

Course W. 4. S. Lat  $33^{\circ}43'$  S. Lon  $44^{\circ}31'30''$  E.

Tuesday May ~~the~~ 29. 1894

This 24 hours first part fresh breeze  
S. S. W. coming in strong squalls some  
sea running from S. W. clear Sky steering  
a course W. N. W. crew Variousy employed



New Bedford Miss Capt Joseph J. Buller. Master 1899

Middle Part fresh wind coming in strong squalls from the S.W. Sky overcast with heavy dark clouds Heavy sea running from S.W. 8 P.M. took 1 reef in fore sail and double reefed the main sail took in flying jib wind coming in heavy squalls mid night wind moderates sea running down Sky starlight at times 2 A.M. shook reef from fore sail Steering W.N.W.

Latter part a fresh steady breeze from S.S.W. sea running down daylight set flying jib and turned reefs out of main sail Sky clear 10 A.M. set main top sail Steering W.N.W. pump vessel every hour so ends this 24 hours

Course W $\frac{1}{4}$ N. Lat 33° 36' S. Lon 42° 38' E.

Wednesday May the 30. 1899

This 24 hours first part fresh breeze S.W. steady in force but unsteady in direction smooth sea clear sky Steering W.N.W. Crew variously employed

Middle part light wind S.W. unsteady in force and direction sky clear and starlight some swell Steering W.N.W.

Latter part light and unsteady winds from the E.W. calm at times some swell on sails slatting sky clear and pleasant 5 A.M. heaved over Steering N.W. by W. employed repairing main sail Meridian light wind from E.N.E. set main sail steering W.N.W. pump vessel every two hours so ends this 24 hours  
Course W $\frac{1}{4}$ N. Lat 33° 27' S. Lon 40° 58' E.



Remarks On Board Schr. Francis. C. Lynn of  
Thursday May ~~the~~ 31.. 1894

This 24 hours first part light wind  
E. N. E. unsteady in force and direction  
some swell from the land sky clear  
and warm employed repairing fore  
sail steering a course W. N. W.

Middle Part light wind from E. N. E.  
unsteady in force but steady in direction  
sky clear and starlight some swell on  
from the land steering W. N. W.

Later part light and unsteady  
wind hauling to N. W. light rain shower  
9 A. M. gibbed over wind dropped to  
calm vessel rolling and sails slatting  
heavily sky over cast with clouds at  
times crew variously employed pump  
vessel every two hours so ends this 24 hours  
Course W. Lat  $33^{\circ}25'$  S. Lon  $39^{\circ}46'$  E..

Friday June ~~the~~ 1.. 1894

This 24 hours first part light breeze  
springing up from S. E. W. 1 P. M. lowered  
main sail down to repair smooth sea  
sky clear and warm 3 P. M. set main  
sail steering W. By. N. crew variously  
employed

Middle part light winds hauling to  
S. E. steady in force but unsteady in direction  
long heavy swell from S. W. sky clear  
and starlight steering W. By. N.

Later part light wind S. E. steady in  
force unsteady in direction 7 A. M. wind  
hauling E. by N. gibbed over steering W. N. W. sky  
clear and pleasant smooth sea pump  
vessel every hour so ends this 24 hours

Course W. S. W. 1/4 W. Lat  $34^{\circ}00'$  S. Lon  $37^{\circ}28'$  E..



1894

New Bedford Mass. Capt Joseph J. Fuller Master

Saturday June ~~the~~ 2.. 1894

This 24 hours first part light wind E. N. E. unsteady in force and direction 1 P. M. Had a fresh rain squall Sky over cast with dark clouds at times clear 3 P. M. wind coming in Heavy squalls and Hauling to W. by S. took in main top sail Hauled down fly jib and close reefed the Fore and main Sail gibbed over steering N. W. by N. a short choppy sea from the W. S. crew Variouslly employed

Middle Part Strong wind from the W. S. coming in heavy squalls with rain Heavy sea W. & P. M. moderates a little Sky clear and starlight mid night Had a heavy squall of wind and rain steering N. W. by N.

Latter Part wind hauling to W. N. W. blowing a fresh Gale 7. A. M. had a heavy squall of wind and rain took in jib and come to the wind heading N. W. wind generally freshening Heavy sea running W. N. W. Sky over cast with Heavy black threatening clouds Sun shining at times 9. A. M. took in main sail set reefed storm try Sail Hove to heading N. W. of N. N. W. pump Vessel every hour so ends this 24 hours Course N. No Obs

Sunday June ~~the~~ 3.. 1894

This 24 hours first part blowing a strong Gale from W. by N. coming in heavy squalls with rain Heavy and High sea running from W. N. W. Sky over cast with heavy Black clouds 2 P. M. Hauled down Fore stay sail Still hove to heading N. W. of N. under double reefed Fore sail reefed storm try sail crew Variouslly employed



Remarks On Board Schr Francis Gallyn of  
 Middle Port Heavy Gale of wind from  
 W by N. coming in heavy squalls at short  
 intervals with rain Very High and heavy  
 sea running from the Wrd sky overcast  
 with heavy Black clouds Starlight at  
 times Midnight Moderates a little sea  
 a little more regular motion of Vessel  
 move easy Still hove to Heaving N W of N  
 Latter Part Gale Breaks Still  
 blowing Heavy wind hauling W & W  
 coming in heavy squalls with rain  
 Heavy sea running from the Wrd  
 10 A.M. more moderate at times Set  
 Fore stay sail running Vessel steering  
 N.W. pump Vessel every hour so ends  
 this 24 hours

Course N.N.W. Lat  $32^{\circ} 33'$  S. Lon  $36^{\circ} 46'$  W.

Monday June ~~the~~ 4 1894

This 24 hours first part Strong wind  
 coming in heavy squalls from W.S.W.  
 Sky clear at times over cast with  
 flying clouds Heavy sea W.S.W. 4 P.M.  
 Set Jib steering N.W. Crew Variously  
 employed Francis Francisco Very  
 sick

Middle Port fresh wind W.S.W. coming  
 in squalls at times and unsteady in  
 direction sky clear and Starlight sea  
 running down Midnight wind moderate  
 turned 1 reef out of Fore sail shook Reef  
 from try sail steering full and by  
 2 A.M. took in try sail set single  
 reefed Main sail shook reef from Fore  
 sail



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Latter Part light wind W. unsteady in  
 force and direction some swell on sky  
 clear and warm Francis Francisco rapidly  
 growing worse with Venereal disease  
 employed breaking out water set flying  
 pit steering full and By pump Vessel  
 every two hours so ends this 24 hours  
 Course W.N.W. Lat  $31^{\circ}33'S.$  Lon  $36^{\circ}26'E.$

Tuesday June ~~the~~ 3<sup>rd</sup> 1894

This 24 hours first part light wind  
 W.N.W. unsteady in force and direction  
 Meridian Francis Francisco died with  
 Venereal disease 1 P.M. tacked ship and  
 prepared Body for Burial 2 P.M. laid  
 aback to Preform Burial service and  
 comited Body to the deep 3 P.M. wind  
 hauling to the Nord turned out all reef from  
 Main Sail Set Main Top sail steering course  
 W. smooth sea Crew Variously employed

Middle Part light wind N.W. & unsteady  
 in force and direction Sky clear and starlight  
 smooth sea Steering course W.

Latter Part light winds E.W. & unsteady  
 in force and direction Sky clear and warm  
 long swell on from N.E. Meridian wind  
 dropped of to calm Vessel drifting about  
 rooking and sails slatting Heavily lowered  
 down Fore and main sail Crew Variously  
 employed pump Vessel every two hours  
 so ends this 24 hours

Course W.S.W. Lat  $31^{\circ}58'S.$  Lon  $35^{\circ}26'E.$



Remarks On Board Schr Francis. C. Lynn of  
 Wednesday June <sup>the</sup> 6. 1894

This 24 hours first part continues to be calm and warm smooth sea 2 P.M. light breeze springing up from S.W. Set Fore and Main Sail 4 P.M. wind freshens took in main top sail clear sky crew variously employed steering course W.N.W.

Middle Part strong wind W.S.W. coming in heavy squalls at intervals sky clear and starlight. a short choppy sea W.S.W. 6 P.M. took 1 reef in fore sail 1 in main sail 9 P.M. took in flying jib 2 A.M. Blowing heavy double reefed the fore and main sail heavy sea running W.S.W. steering full and by

latter Part strong wind W.S.W. coming in heavy squalls at times very heavy sea running W.S.W. 7 A.M. took in jib took in main sail set reefed storm try sail Hove to heading N.N.W. of to N.W. 10 A.M. a little moderate clear sky Vessel a combination of pitch and roll both deep but easy pump Vessel every hour so ends this 24 hours course W.N.W. Lat 31° 33' S. Lon 34° 10' E.

Thursday June <sup>the</sup> 7. 1894

This 24 hours first part fresh wind W.S.W. coming in moderate squalls sea running down gradually 3 P.M. wind moderate shook reef from try sail 4 P.M. set jib still Hove to heading W.N.W. of to N.W. clear sky crew variously employed



1898

New Bedford Mass Capt Joseph J. Fuller Master  
 Middle part Moderate wind W. S. W. unsteady  
 in force but steady in direction 6 P.M. shook  
 out reefs from fore sail took in try sail Set  
 2 reefs Main sail steering N.W. 9 P.M. Set  
 flying jib wind light sea running down  
 sky clear and starlight 11 P.M. Shook reef  
 from Main sail

Latter Part light wind W by S. unsteady  
 in force and direction sky clear and warm  
 8 A.M. wind dropped off Vessel rooling and  
 sails slatting Heavily lowered main down  
 continues to be calm throughout the watch  
 employed repairing main sail some swell  
 course N.W.W. Lat  $31^{\circ} 15' S.$  Lon  $34^{\circ} 06' E.$

Sunday June ~~the~~ 8.. 1898

This 24 hours first part light breeze from  
 N.E. Meridian Set Main sail smooth sea  
 sky clear and pleasant employed Breaking  
 out provisions steering a course W.

Middle part fresh breeze from N.E. coming  
 in squalls Heavy sea N.E. sky clear and  
 starlight 8 P.M. wind freshens took in main  
 top sail took 1 reef in main sail 11 P.M.  
 took in flying jib. mid night took 1 reef  
 in fore sail steering W

Latter Part wind moderates from N.E.  
 steady in force unsteady in direction  
 5 A.M. shook reef from fore sail set flying  
 jib sea running down 7 A.M. shook reef  
 from main sail set main <sup>top</sup> sail steering W.  
 sky over cast with heavy dark clouds at times  
 9 A.M. wind freshens hauling to W.N.W.  
 steering S.W. pump Vessel every hour so  
 this 24 hours

Course S.W. by W.  $\frac{1}{4}$  W Lat  $32^{\circ} 33' S.$  Lon  $31^{\circ} 41' E.$



Remarks On Board Schr Francis Allyn of  
Saturday June ~~the~~ 9<sup>th</sup> 1894

This 24 hours first Part Strong breeze  
W.N.W. coming in heavy squalls 1 P.M. took  
in main top Sail Hauled down flying  
jib wind freshening 2 P.M. close reefed  
the fore and main sail 3 P.M. blowing  
Heavy took in main sail set reefed storm  
try sail took in jib wind W. steering full  
and by Heavy sea W clear & by crew  
variously employed

Middle Part Strong wind from the  
Wrd coming in heavy squalls Heavy sea  
W. 7 P.M. wore ship and Hove to Heading  
N.W. by W. of N.W. by N. Sky clear and starlight  
Midnight wind moderates sea running  
down gradually 4 A.M. shook reef from try  
sail and set jib

Letter Part Moderate breeze from the  
Wrd coming in light squalls sea running  
down Sky clear and pleasant 5 A.M. Shook  
reefs from fore sail jibbed over took in try  
sail set 2 reefed main sail set flying jib  
7 A.M. saw a ship to the N.W. Heading  
S.S.W. 10 A.M. wind freshens a little W.N.W.  
parted flying jib stay unbent flying  
jib steering full and by pump vessel  
every hour ends this 24 hours

Course S. Lat  $32^{\circ} 52'$  S. Lon  $31^{\circ} 18'$  E.

Sunday June ~~the~~ 10<sup>th</sup> 1894

This 24 hours first part fresh breeze  
N.W. steady in force and direction some  
sea N.W. Sky clear and pleasant steering  
full and by crew variously  
employed



New Bedford Mass. Capt Joseph J. Fuller Master  
 Middle part light breeze steady in force and  
 direction from N.E. smooth sea Sky clear and  
 moonlight Steering a course W.

Le after Part wind hauling to the N.W.  
 light in force and unsteady in direction  
 Sky clear and pleasant smooth sea Steering  
 a course W. pump Vessel every hour so ends  
 this 24 hours

Course S.W.  $\frac{3}{4}$  W. Lat  $33^{\circ} 59'$  S. Lon  $29^{\circ} 58'$  E.

Monday June ~~the~~ 11.. 1894

This 24 hours first part light wind  
 W.N.W. unsteady in force and direction  
 smooth sea Sky clear and pleasant crew  
 variously employed Steering W. by S.

Middle part light wind hauling to  
 the N.E. unsteady in force and direction  
 Sky clear and moon light some swell from  
 N. Steering W.N.W. 10 P.M. took in main  
 top sail wind hauling to the N.W.

Le after part wind freshens from N.W.  
 5 A.M. took 2 reefs in main sail short  
 choppy sea from the N.W. 8 A.M. took in  
 Flying jib Boom and Head Gear Sky over  
 cast with hazy clouds employed breaking  
 out Flour and Meat pump Vessel every  
 hour so ends this 24 hours steering full <sup>and</sup> By

Course S.W. by W. Lat  $34^{\circ} 45'$  S. Lon  $28^{\circ} 28'$  E.

Tuesday June ~~the~~ 12.. 1894

This 24 hours first part fresh wind W.N.W.  
 coming in strong squalls Heavy sea W.N.W.  
 Sky over cast with hazy looking clouds  
 2 P.M. double reefed the Fore Sail steering  
 full and By



Remarks On Board Schr Francis. Callyn of  
 Middle part Strong wind WNW coming  
 in heavy squalls 6 P.M. took in mainsail  
 set reefed storm try sail Heading S.W.  
 Heavy sea running from the W. & sky  
 overcast with heavy black clouds moon  
 shining at times Midnight wore ship  
 Heading N.N.W.

Letter Part wind moderates from  
 the W. & 4 A.M. Wore ship shook reef from  
 try sail 7 A.M. took in try sail set  
 2 reefed mainsail shook 1 reef from fore  
 sail steering full and By 7 A.M. Had  
 a heavy shower of rain sky cloudy at  
 times employed working on flying jib  
 Boom pump vessel every hour so ends  
 this 24 hours

Course S. 1/2 W. Lat  $35^{\circ} 18'$  S. Long  $28^{\circ} 15'$  E

Wednesday June ~~the~~ 13 1894

This 24 hours first part light wind  
 coming in squalls at times from N.N.W.  
 smooth sea sky cloudy at times 2 P.M.  
 shook 1 reef from mainsail steering  
 full and By saw a ship heading to  
 the W. & crew variously employed

Middle Part a fresh steady breeze from  
 the N.W. 5 P.M. shook reef out of fore sail  
 some swell from the N.W. & P.M. wind  
 freshens took 2nd reef in mainsail and  
 singled reefed the fore sail sky clear  
 and moon light wind generally freshening  
 steering N.N.W.



1898

New Bedford Mass left Joseph J. Fuller Master  
 Latter Part blowing a fresh Gale from  
 the Wrd coming in heavy squalls 3 A.M. close  
 reefed the Fore sail heavy sea running from  
 the Wrd 7 A.M. blowing a strong Gale took  
 in main sail set reefed Storm try Sail  
 took in Jib and come to Heading S.S.W.  
 heavy rain showers at times 10 A.M. blowing  
 a heavy Gale and Hauling to N.W. wore Ship  
 and come around on the other tack hauled  
 down Fore Stay Sail Hove to Heading N.N.W.  
 of to N. Very heavy sea running W.N.W. Sky  
 cloudy with rail squalls at times pump  
 Vessel every hour so ends this 24 hours  
 Course S.W. No Obs

Thursday June ~~the~~ 14. 1898

This 24 hours first part blowing a heavy  
 Gale from W.N.W. coming in heavy squalls  
 with rain Very heavy and High sea running  
 W.N.W. Sky cloudy sun shining at times  
 wind slightly moderating during watch  
 Still Hove to under close reefed Fore sail  
 reefed Storm try Sail Heading N.N.W. of  
 to N. Crew Various employed

Middle part Gale moderates from W.N.W.  
 coming in heavy squalls with rain at times  
 sky over cast with clouds at times moon light  
 Heavy sea W.N.W. Vessel rolling heavily  
 Still hove to Heading N.N.W. of to N

Latter Part strong wind W.N.W. coming  
 in heavy squalls with rain sea running  
 down a little W.N.W. 10 A.M. Set Fore Stay Sail  
 wind hauling W. Sky cloudy sun shining  
 at times Still Hove to Heading N.W. of N.N.W.  
 pump Vessel every hour so ends this 24 hours.  
 Course N.N.W. Lat at 33° 03' S. Long 26° 48' 15" E.



Remarks On Board Sch. Francis. Callyn of  
Friday June ~~the~~ 15. 1894

This 24 hours first part strong wind coming in heavy squalls at intervals from W. rough sea W. Sky clear over east with heavy Black clouds at times 4 P.M. Set Jib heading N.W. by N. crew Variouslly employed

Middle Part fresh breeze from the W. coming in strong squalls at times with rain showers Heavy swell from W 9 P.M. shook reef from try sail sky over east with clouds 11 P.M. shook 1 reef from Fore sail 2 A.M. took in try sail set 2 reefed main sail wind light steering full and By

Latter Part light wind W.N.W. coming in fresh squalls at times unsteady in direction Very strong current running W. with heavy sea breaking at intervals 8 A.M. sea more smooth Water discolored looks as if we were on soundings 8 A.M. saw a ship to the leeward standing to the N.W. 10 A.M. shook reef out of Fore sail 1 from main sail steering full and by sky clear pump Vessel every hour so ends this 24 hours

Course W. by N. Le at  $34^{\circ}55'$  S. Le on  $24^{\circ}54'30''$  E.

Saturday June ~~the~~ 16. 1894

This 24 hours first part light wind W.N.W. unsteady in force and direction getted over shook out all reefs from main sail set main top sail wind dropped of to calm Vessel drifting about with the current sky clear crew Variouslly employed



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Middle Part continues to be calm some  
 swell on Vessel roofing and Sail slatting  
 heavily 4 P.M. Saw the Southern Coast of  
 Africa bearing N. distance about 30 miles  
 7 P.M. lowered main Sail down Sky  
 clear and Moon light mid night light  
 wind at times from S.W. Set main Sail  
 steering N.W. by W.

Latter Part light wind S.S.W. steady  
 in force and direction Sky clear and  
 pleasant 10 A.M. set out Flying Jib Boom  
 employed breaking out water and setting  
 up Jib Boom bear Vessel still in slight  
 steering course N.W. by W. pump Vessel  
 every two hours so ends this 24 hours  
 course W. 3/4 N. Lat 34° 43' S. Lon 24° 25' E..

Sunday June ~~the~~ 17.. 1894

This 24 hours first part light wind  
 and pleasant weather from S.S.W. smooth  
 sea finished setting up Head Gear  
 steering a course W.N.W.

Middle part light wind S.S.E. steady in force  
 but unsteady in direction smooth sea Sky  
 clear and Moon light 2 A.M. saw a Ship  
 bearing W.S.W. standing to the E. 3 A.M.  
 wind hauled to S.E. gibbed over steering N.W.

Latter Part light wind from E by S.  
 steady in force but unsteady in direction  
 Sky clear and warm 7 A.M. gibbed over wind  
 S.E. steering W.N.W. saw two Ships bearing  
 W.S.W. standing to N.W. smooth sea crew  
 variously employed pump Vessel every  
 two hours so ends this 24 hours

Course W. 3/4 S. Lat 34° 56' S. Lon 22° 23' E..



Remarks On Board Scho'r Francis G. Lynn of  
Monday June ~~the~~ 18..1894

This 24 hours first part light winds  
E. S. E. steady in force and direction  
Sky clear and pleasant smooth sea crew  
Variously employed Steering Course  
W. by N.

Middle Part light wind unsteady in  
force and direction from S. E. E. Sky clear  
and moon light smooth sea 2 A. M. gibbed  
over wind E. Steering N. W.

Latter Part light and unsteady wind  
in force and direction Hauling to the  
Swd smooth sea Sky clear and pleasant  
employed splicing flying jib stay and  
setting it up Steering Course N. W. by N.  
pump Vessel every two hours so ends  
this 24 hours

Course W. by S. Lat  $35^{\circ} 08'$  S Lon  $20^{\circ} 30'$  E..

Tuesday June ~~the~~ 19..1894

This 24 hours first part light winds  
from the Swd more steady in force  
and direction smooth sea clear Sky  
and warm crew Variously employed  
Steering course N. W.

Middle Part light wind S. S. W. unsteady  
in force and direction smooth sea  
Sky clear and moon light 6 P. M. Saw  
Cape Agullus Light bearing N. by E. about  
20.. miles distant 10 A. M. gibbed over wind  
hauling E. S. E. coming in thick foggy  
4 P. M. wind S. W. gibbed over Steering N. W.



New Bedford Mass Capt Joseph J. Fuller Master 1894

Le. after Part light Variable winds from all around the compass calm at times and thick fog 11 A.M. fog lifts saw a steamer with a ship in tow bearing W.S.W. standing N.W. smooth sea meridian saw another steamer to the N.W. standing to the E.W. wind hauling W.N.W. steering full and By pump Vessel every two hours so ends this 24 hours course N.W. No Obs

Wednesday June ~~the~~ 20. 1894

This 24 hours first part light and unsteady winds from W.N.W. 1 P.M. tacked ship wind hauling to N.W. Sky over cast with flying clouds steering full and By crew variously employed

Middle Part light wind N.N.E. unsteady in force and direction Sky over cast with flying clouds 10 P.M. wind hauling to the N.W. coming in thick foggy mid night wind N.N.W. fog lifts steering full and by

Le. after Part wind freshens N.N.W. coming in light squalls Sky cloudy 7 A.M. saw a steamer to the N.W. heading to E.W. short choppy sea N.W. 8 A.M. wind freshens took in main top. Sail took single reef in main sail took in flying jib 11 A.M. tacked ship wind N.W. steering full and By pump Vessel every two hours so ends this 24 hours course full and By No Obs



Remarks On Board Schr Francis Allyn of  
Thursday June ~~the~~ 21. 1898

This 24 hours first part fresh breeze  
N.W. coming in squalls at times sky over  
cast with clouds rough choppy sea N.W.  
2 P.M. Saw the Cape of Good Hope bearing  
N by E about 25 <sup>miles</sup> distant crew variously  
employed Vessel Beating around the  
Cape of Good Hope

Middle Part fresh wind N.W. & coming  
in heavy squalls at times rough sea  
from N.W. & E. Sky cloudy moon shining  
through at times midnight coming  
in thick took single reef in Fore Sail  
3 A.M. wind blowing <sup>strong</sup> close reefed the  
Fore and Main Sail 4 A.M. wind  
moderates hauled suddenly to W.S.W.  
with heavy fall of rain steering full  
and by E. by N.

Latter part light wind unsteady  
in force and direction from the W. & E.  
6 A.M. Stops raining sky lighting up  
gebbed over started arrip in Fore and  
Main Sail lowered Sails down to  
repair Sky cloudy 8 A.M. Skook out  
all reefs and made all sail Saw a  
steamer in shore heading to the Swd  
and word 9 A.M. got up and bent on  
cables to Anchors wind dropping of  
11 A.M. light wind N.W. Heavy swell on  
Vessel heading up the land pump  
Vessel every two hours so ends this 24  
hours



New Bedford Mass Capt Joseph J. Fuller Master 1894

Friday June ~~the~~ 22, 1894

This 24 hours first part light and unsteady wind in force and direction from N.W. sky cloudy Heavy swell on N.W. Vessel beating up the land 3 P.M. wind E by N. calm at times crew Variously employed

Middle Part light wind N.N.E. unsteady in force and direction calm at times sky cloudy Heavy swell from the W. Vessel roofing and sails slatting Heavily 4 P.M. wind dropped off 11 A.M. lowered fore sail down to sew up rip Midnight set fore sail light wind from the N.W. steering full and by

Later Part light wind N.N.E. more steady in force but unsteady in direction smooth sea sky dark cloudy and damp Vessel beating up the land towards Cable Bay pump Vessel every two hours so ends this 24 hours

Saturday June ~~the~~ 23, 1894

This 24 hours first part light wind N.N.E. unsteady in force and direction some swell on sky cloudy and foggy at times come to anchor at 3 P.M. in Cable Bay Cape town in 4 fathoms of water let go Port anchor payed out 15 fathoms of chain crew Variously employed

Middle Part light wind from the N.W. coming in fresh squalls thick fog at times some swell on 11 P.M. wind freshens a little 8 P.M. let the anchor water

Later Part light winds unsteady in force and but steady in direction from N by E. sky cloudy and damp some sea on crew Variously employed Still laying at anchor so ends this 24 hours



Remarks On Board Sch Francis Allen of  
 Sunday June <sup>the</sup> 24. 1894

This 24 hours first part fresh wind from N.W. coming in squalls at times and foggy some sea on 7 P.M. Payed out 30 fathoms of chain crew variously employed

Middle Part fresh wind N.E. coming in heavy squalls at times with rain and fog showers 8 P.M. Let the Anchor watches Sky cloudy Midnight wind freshens 3 A.M. let go Starboard Anchor payed out 15 fathoms of chain 45 fathoms on Port Anchor

Le. after Part fresh squalls of wind from the N.W. coming in heavy <sup>rain</sup> squalls at times rough sea in the Bay 11 A.M. wind freshens coming in strong squalls blue Sky and clouds Light rain and fog showers still laying at Anchor so ends this 24 hours

Monday June <sup>the</sup> 25. 1894

This 24 hours first part wind moderates more steady in force from N.W. coming in light rain squalls some sea on Sky cloudy crew variously employed

Middle Part fresh wind N.E. coming in fresh squalls with rain at times some sea on Sky 8 P.M. set the anchor watches Sky cloudy Midnight Sky clearing up and moon light wind E. more steady in force and direction

Le. after Part moderate wind from the N.W. steady in force and direction smooth sea Sky clear and pleasant Still laying at Anchor so ends this 24 hours



New Bedford Mass Capt Joseph F. Fuller Master.. 1894

Tuesday June ~~the~~ 26.. 1894

This 24 hours first Part light winds and pleasant weather from the NWd smooth sea Sky clear crew Variouslly employed

Middle Part calm and clear sky 8 P.M. Set the anchor watches sky cloudy and raining at times smooth sea light wind from the NWd

Latter Part fresh wind steady in force and direction some sea on Sky clear 10 A.M. took Peter Swazie to Hospital with sore toe.

Meridian blowing strong S.E. coming in heavy squalls Still laying at anchor so ends this 24 hours

Wednesday June ~~the~~ 27.. 1894

This 24 hours first part Strong wind coming in squalls at times from S.E. Clear Sky some sea on crew Variouslly employed

Middle Part fresh wind S.E. coming in strong squalls at times some sea on Sky clear and Starlight 8 P.M. Set the anchor watches

Latter Part calm and cloudy sky calm smooth sea 8 A.M. light <sup>breeze</sup> S.E. coming with light rain employed Breacking out Flour Still laying at anchor so ends this 24 hours

Thursday June ~~the~~ 28.. 1894

This 24 hours first Part light wind S.E. coming in moderate squalls with light <sup>rain</sup> smooth sea crew Variouslly employed

Middle Part calm and unsteady winds hauling to the NWd Sky clear and Starlight smooth sea 8 P.M. Set the anchor watches



Remarks On Board Schooner Francis C. Clyn of  
 Latter Part light winds from the NWd  
 unsteady in force and calm at times  
 sky cloudy and damp smooth sea employed  
 Breacking out water still laying at anchor  
 so ends this 24 hours

Friday June ~~the~~ 29. 1894

This 24 hours first part comes in with  
 light and unsteady winds from the  
 NWd sky cloudy and damp smooth sea  
 employed repairing fore sail

Middle Part wind freshening from  
 the NWd coming in squalls at times  
 and damp sky cloudy some sea on 8 P.M.  
 Set the anchor watches

Latter Part fresh winds coming in  
 squalls from the NWd some sea on  
 sky cloudy and rainy 9 A.M. raining  
 steadily still laying at anchor so  
 ends this 24 hours

Saturday June ~~the~~ 30. 1894

This 24 hours first part comes in  
 with fresh wind hauling to N.W. and  
 raining steadily some sea on lower  
 Variously employed 4 P.M. stops raining  
 coming in foggy

Middle Part light winds calm at times  
 sky cloudy and rainy some sea on 8 P.M.  
 Set the anchor watches light rain showers

Latter Part light variable winds from  
 all around the compass light rain showers  
 at times smooth sea sky cloudy and damp  
 still laying at anchor so ends this  
 24 hours



New Bedford Mass Capt Joseph J Fuller Master 1894

Sunday July ~~the~~ 1.. 1894

This 24 hours first part comes in with light winds N.W. calm at times and light rain showers smooth sea crew Variously employed Geo Dyer... Augustus Bonant... Frank Dardam <sup>ship</sup> desert

Middle Part Light winds coming from the S.E. with light rain and fog showers at times smooth sea Sky dark cloudy and damp 8 P.M. Set the anchor watches

Later Part calm and raining steadily smooth sea 11 A.M. Sky lighting up stops raining sky still cloudy still laying at anchor so ends this 24 hours

Monday July ~~the~~ 2.. 1894

This 24 hours first part continues to be calm Sky cloudy and damp 4 P.M. light wind coming from S.E. smooth sea in the Bay crew Variously employed

Middle Part Light and unsteady winds and calm at times from S.E. smooth sea Sky clear and starlight 8 P.M. Set the anchor watches

Later Part calm and thick fog smooth sea in the Bay 11 A.M. Light wind coming from the N.W. fog clearing up Sky still cloudy still laying at anchor so ends this 24 hours

Tuesday July ~~the~~ 3.. 1894

This 24 hours first part comes in with light winds from the N.W. coming in moderate squalls at times. Sky cloudy and damp crew Variously employed



Remarks On Board Schr Francis. Allen of  
 Middle Part light winds from the NWd unsteady  
 in force smooth sea sky cloudy & P.M. Set  
 the anchor watches mid night wind freshens  
 coming in strong squalls

Le. after Part fresh wind from the NWd coming  
 in strong squalls with light rain showers rough  
 choppy sea sky cloudy and foggy at times  
 still laying at anchor so ends this 24 hours

Wednesday July ~~the~~ 4.. 1894

This 24 hours first Part wind moderates  
 coming in fresh squalls at times <sup>from the NWd</sup> with  
 rain and fog showers 2 P.M. Stops raining  
 sky over cast with flying clouds some  
 sea on in the Bay crew Variously  
 employed

Middle Part fresh squalls of wind from  
 N.W. sky clear and starlight & P.M. Set the  
 anchor watches some sea on

Le. after Part light and unsteady wind  
 S.E. calm at times sky clear and warm smooth  
 crew Variously employed Still laying at  
 anchor so ends this 24 hours

Thursday July ~~the~~ 5.. 1894

This 24 hours first part comes in with  
 light and unsteady wind from the NWd calm  
 at times sky clear and warm smooth sea crew  
 Variously employed

Middle part light wind from the NWd  
 coming in moderate squalls at times sky clear  
 and starlight smooth sea & P.M. set the anchor watches

Le. after Part fresh wind N.W. coming in strong  
 squalls rough choppy sea sky cloudy and raining  
 Still laying at anchor so ends this 24 hours



New Bedford Mass. Capt Joseph J. Fuller Master 1894

Friday July ~~the~~ 6.. 1894

This 24 hours first Part comes in with fresh wind from N.W. coming in squalls at intervals rough choppy sea in the Bay Blue sky and clouds with light rain squalls crew Various employed

Middle Part wind moderates a little from N.W. Sky clear and starlight at times some sea 8 P.M. set the anchor watches mid night wind coming in fresh squalls at times with rain showers William Augustus Deserter Ship

Latter Part Light winds from the N.W. coming in fresh squalls at times with rain Blue sky and clouds rough choppy sea Still laying at anchor so ends this 24 hours

Saturday July ~~the~~ 7.. 1894

This 24 hours first Part comes in with Light squalls of wind from the N.W. coming with rain at times Blue sky and clouds some sea on crew Various employed

Middle Part light winds from the N.W. coming in squalls with heavy rain showers sky cloudy 8 P.M. Set the anchor watches some sea on

Latter Part Light and unsteady winds from the W. Calm at times blue sky and clouds smooth sea Still laying at anchor so ends this 24 hours

Sunday July ~~the~~ 8.. 1894

This 24 hours first first part comes in with light and unsteady winds from the W. Calm at times smooth sea sky clearing up crew Various employed



Remarks On Board Sch. Francis. - Allyn of  
 Middle Part Light and unsteady wind  
 from the Wind Sky clear and Starlight & P.M.  
 Set the anchor watches smooth sea

Le after Part calm and clear smooth sea  
 9 A.M. Light breeze from the Wind Still laying  
 at anchor so ends this 24 hours

Monday July <sup>the</sup> 9. 1894

This 24 hours first Part light and unsteady  
 winds from the N.W. Sky clear and pleasant  
 smooth sea crew Variously employed

Middle Part light and unsteady winds  
 from N.W. smooth sea & P.M. Set the anchor  
 watches Sky clear and Starlight

Le after Part light and unsteady wind  
 from S.W. calm at times smooth sea Sky  
 over cast with dark clouds employed taking  
 Water 10 A.M. fresh breeze coming from N.W.  
 some sea on Still laying at anchor so  
 ends this 24 hours

Tuesday July <sup>the</sup> 10. 1894

This 24 hours first part fresh breeze from  
 the N.W. coming in strong squalls at times  
 short choppy sea sky cloudy and damp  
 crew Variously employed

Middle Part fresh wind from N.W. and  
 raining steadily rough & choppy sea & P.M.  
 Set the anchor watches & P.M. Moderates  
 stops raining a little

Le after Part light and unsteady wind  
 from the Wind sky over cast with clouds  
 crew Variously employed Still laying  
 at anchor so ends this 24 hours



New Bedford Mass Capt Joseph J. Fuller Master  
Wednesday July ~~the~~ 11. 1894

This 24 hours first part light and unsteady winds from N.W. sky over cast with clouds smooth sea crew Variously employed

Middle Part light winds from the N.W. coming in light squalls sky clear and starlight smooth sea 8 P.M. set the anchor watches

Lea after Part light and unsteady winds from all around the compass smooth sea sky over cast with clouds and foggy at times 10 A.M. wind freshens coming with rain and fog showers at times some sea in the Bay still laying at anchor so ends this 24 hours 7 A.M. Hove up starboard anchor and hove up 15 fathoms on Port anchor

Thursday July ~~the~~ 12. 1894

This 24 hours first Part comes in with fresh squalls of wind from the N.W. coming with rain showers some sea on sky over cast with flying clouds crew Variously employed

Middle Part fresh winds N.W. coming in strong squalls at intervals with rain showers some sea on sky dark cloudy

Lea after Part wind more moderate from the W. coming in light squalls with rain at times sky over cast with flying clouds clear at times employed breaking out meat smooth sea in the Bay still laying at anchor so ends this 24 hours



Remarks On Board Sch<sup>r</sup> Francis Allen of  
Friday July ~~the~~ 13.. 1884

This 24 hours first Part comes in with light winds from the Wrd coming with rain squalls at times smooth sea Sky clear at times over cast with flying clouds employed repairing main Sail Setting up Head Gear and getting Vessel ready for Sea

Middle Part light winds from the Wrd coming in moderate squalls Sky clear and Starlight smooth sea 8 P.M. set the anchor watches mid night fresh squalls of wind

Latter Part Light winds hauling to the Nwd coming in light squalls with rain and fog showers Sky cloudy and foggy smooth sea Still laying at anchor so ends this 24 hours

Saturday July ~~the~~ 14.. 1884

This 24 hours first Part comes in with light wind N by E. coming with light rain Sky cloudy and rainy smooth sea Crew variously employed

Middle Part light winds from the Nwd coming with rain and fog showers smooth sea 8 P.M. set the anchor watches

Latter Part light and unsteady winds from the N.W. coming with light rain showers 10 A.M. Sky lighting up at times smooth sea Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph S. Fuller Master 1894

Sunday July ~~the~~ 15. 1894

This 24 hours first Part comes in with light winds from the N.W. unsteady in force and direction Meridian Hove up Port. Anchor and and got under way with all sail set with a crew of 14. Men all told in the fore castle some swell on Vessel Beating out of Table Bay crew Variously employed

Middle Part wind dropped of to calm Heavy swell from the S.W. Vessel rolling and sails slatting heavily Sky clear and moonlight

Latter Part continues to be calm all through the Watch Vessel drifting about with the tide Sky clear and pleasant Heavy swell from S.W. pump Vessel every four hours so ends this 24 hours

Monday July ~~the~~ 16. 1894

This 24 hours first part comes in calm with heavy swell S.W. Sky clear and pleasant 2 P.M. light breeze springing up from the S.W. steering N.W. by W. crew Variously employed

Middle part light winds from the S.W. unsteady in force but steady in direction smooth Sea Sky clear and moon light steering a course W.N.W.

Latter part light winds from the S.W. Steady in force and direction smooth Sea Sky clear and pleasant all sail set steering a course W.N.W. pump Vessel every four hours so ends this 24 hours

Course W. Lat  $33^{\circ}45'$  S. Lon  $16^{\circ}37'$  E.



Remarks On Board Schooner Francis. Clyn of  
 Tuesday July ~~the~~ 17.. 1894

This 24 hours first part comes in with light winds from the S.E. Sky over cast with flying clouds smooth sea crew Variously employed Steering W.N.W.

Middle Part light and unsteady winds S.W. Sky clear and moon light smooth sea Midnight wind hauling to Wrd Steering full and By

Leatter Part light winds W.N.W. unsteady in force and direction Sky over cast with clouds some swell from the Wrd employed repairing Waist Boat Steering full and By all sail set so ends this 24 hours

Course W.N.W.  $\frac{1}{2}$  W. Lat.  $33^{\circ}09'$  S. Lon  $14^{\circ}20'$  E.

Wednesday July ~~the~~ 18.. 1894

This 24 hours first part comes in with fresh breeze from W.N.W. unsteady in force but steady in direction some sea Sky over cast with clouds sun shining at times Steering full and By crew Variously employed

Middle Part wind hauling to the E. and coming in fresh squalls at times smooth sea Sky over cast with thick murky clouds at times Moon light 9 P.M. took in E. by jib and main top sail wind freshening coming in strong squalls from the S.E. 11 P.M. took single reef in main sail Heavy sea S.E. 3 A.M. moderate shook reef from main sail Steering W.N.W. pump Vessel every two hours so ends this 24 hours

Leatter Part fresh wind S.E. coming in strong squalls Sky over cast with flying clouds rough sea S.E. Steering Course W by N. pump Vessel every two hours so ends this 24 hours

Course W.  $\frac{1}{2}$  S. Lat  $33^{\circ}23'$  S. Lon  $12^{\circ}05'$  E.



New Bedford Mass Capt Joseph P. Fuller Master <sup>1894</sup>  
 Thursday July ~~19~~ 19. 1894

This 24 hours first part comes in with fresh squalls of wind from the S. E. sea running down Blue Sky and clouds at times entirely overcast employed repairing fore sail steering house W

middle part a fresh steady breeze from S. E. and steady in direction Sky clear and moon light Heavy swell running S. E. Midnight wind hauling to the E and heaved over steering N. W. by W. set flying jib. Latter Part wind moderates E. N. E. unsteady in force and direction smooth sea 7 li. m. set main top sail Sky cloudy steering W. N. W. pump Vessel every two hours so ends this 24 hours

Course W by S. 1/2 S. Lat  $33^{\circ} 59'$  Lon  $09^{\circ} 14'$  E.

Friday July ~~20~~ 20. 1894

This 24 hours first part comes in with light and unsteady wind hauling to the N and smooth sea Sky cloudy sun shining through at times steering full and by crew variously employed

middle part light wind N. W. unsteady in force and direction smooth sea Sky clear and moon light mid <sup>night</sup> wind hauling to W. N. W. steering full and by

Latter Part light wind N. W. by N unsteady in force and direction smooth sea Sky clear and warm 8 li. m. wind dropped off to calm lowered main sail Vessel drifting about employed repairing main sail pump Vessel every two hours so ends this 24 hours

Course Lat Lon



Remarks On Board Scho. Francis Allen of  
Saturday July ~~the~~ 21.. 1894

This 24 hours first part continues to be calm sky clear and warm some swell Vessel rolling and sails slatting heavily employed repairing main sail haler throughout the watch

Middle Part light breeze coming from the Ewd & P.M. set the main sail gibbed over steering N.W. by W. sky clear and moon light smooth sea

Leatter Part light winds N.E. steady in force and direction smooth sea sky overcast with clouds employed breaking out flour and Beef all sail set steering W.N.W pump Vessel every two hours so ends this 24 hours

Course W. No Obs

Sunday July ~~the~~ 22.. 1894

This 24 hours first part comes in with light wind hauling to N.N.E. unsteady in force and direction smooth sea sky overcast <sup>with</sup> clouds and clump steering W.N.W. crew Variously employed

Middle Part wind freshing from N.N.E. coming in strong squalls rough choppy sea from the Nwd sky dark cloudy and clump & P.M. took in main top sail wind N. by W steering full and By

Leatter Part strong breeze N.N.W. coming in heavy squalls heavy sea running N.W. sky dark cloudy and rainy 3. A.M. took in flying jib & A.M. double reefed the main sail rain shower Capt Joseph J. Fuller got hurt with main Peak. Down haul steering full and By pump Vessel every hour so ends this 24 hours

Course W. by S.

No Obs



1894

New Bedford Mass Capt Joseph J. Fuller Master

Monday July ~~the~~ 23.. 1894

This 24 hours first part comes in with wind moderating W.N.W. unsteady in force and direction and raining heavily at times sea running down Gradually 3 P.M. wind N.N.W. Steering full and By crew Variously employed Middle Part wind freshens N.N.W. coming in fresh squalls at times with rain Heavy swell N.W. Sky overcast with clouds at times Moonlight Steering full and By

Latter Part light and unsteady winds N.W. Variable in force blue sky and clouds sun shining at times 7 A.M. shook 1 reef from main sail wind light and Heaving to S.W. gibbed over steering W.N.W. Heavy swell pump Vessel every two hours so ends This 24 hours  
Course S.S.W. No Obs

Tuesday July ~~the~~ 24 1894

This 24 hours first part light winds from the S.W. unsteady in force and direction Sky cloudy Heavy swell N.W. 2 P.M. shook all reefs from main sail set flying jib Steering W.N.W. crew Variously employed

Middle Part fresh breeze S.S.W. coming in strong squalls accompanied with lightning and raining heavily all throughout the watch 11 P.M. took 1 reef in main sail wind generally freshening heavy sea S.W. mid night carried away fore stay sail Halyard 1 A.M. took in flying jib took single reef in fore sail Steering W.N.W. Latter Part fresh wind S.W.

more steady in force sea running down still raining steadily 9 A.M. wind light shook reef from fore sail set fly jib stops raining sky overcast with flying clouds Steering Course W.N.W. pump Vessel every hour so ends this 24 hours  
Course W by S. Lat 35° 38' N. Lon 07° 30' E.



Remarks On Board Schr Francis Allen of  
Wednesday July the 23. 1894

This 24 hours first Part comes in with light squalls of wind and rain from S.W. some sea S.W. Sky over cast with flying clouds sun shining at intervals Steering Course W.N.W. Crew Variously employed

Middle Part Light wind S.S.W. coming in fresh squalls at times 6 P.M. shook reef from Main Sail some sea 10 P.M. Had a heavy squall of wind Sky clear and starlight at times Steering a Course W.N.W.

Latter Part light winds move steady in force from S.E. steady in direction Heavy swell on S.E. Sky over cast with flying clouds clear at times Steering Course W.N.W. pump Vessel every 2 hours so ends this 24 hours

Course W 1/2 S. Lat  $35^{\circ} 51'$  S. Lon.  $02^{\circ} 27'$  E.

Thursday July the 26. 1894

This 24 hours first part a fresh steady breeze in force and direction from S.E. Sky clear steering course W.N.W. Crew Variously employed

Middle Part a fresh steady breeze S.E. smooth sea clear sky 7 P.M. Passed a Ship heading to the N.W. and E.W. mid midnight sky over cast with flying clouds wind coming in squalls from S.E. with rain and fog showers at times Steering Course W.N.W.

Latter Part fresh breeze coming in squalls at intervals S.E. smooth sea Sky over cast with flying clouds and clear at times Steering Course W.N.W. pump Vessel every two hours so ends this 24 hours

Course W 1/4 E. Lat  $35^{\circ} 57'$  S. Lon  $00^{\circ} 26' 15''$  W.



New Bedford Mass Capt Joseph J. Fuller Master 1894  
Friday July the 27. 1894

This 24 hours first Part light breeze steady in force but hauling to the S.W. some swell on S.W. Sky clear at times over cast with flying clouds 3 P.M. passed a ship standing to the N.E. crew variously employed steering course W.N.W.

Middle Part light wind coming in fresh squalls at times and hauling to S.E. smooth sea Sky clear and starlight steering course W.N.W.

Lea<sup>ter</sup> Part light wind unsteady in force and direction from the S.W. smooth sea Sky over cast with clouds sun shining at times wind hauling S.W. steering course W.N.W. pump Vessel every two hours so ends this 24 hours course W. 1/4 S. No Obs

Saturday July the 28. 1894

This 24 hours first Part light and unsteady wind in force and direction from S.W. smooth sea Sky dark cloudy steering W.N.W. crew variously employed

Middle Part light wind S.W. unsteady in force and direction Sky over cast with clouds smooth sea 1 A.M. wind dropped of to calm 2 A.M. light breeze springing up from N.W. gettbed over steering full and by

Lea<sup>ter</sup> Part light wind N.W. unsteady in force and direction 10 A.M. tacked ship steering full and by smooth sea Sky cloudy and clamp pump Vessel every two hours so ends this 24 hours

Course W. 1/2 S. Lat. 36° 13' S. Lon 03° 24' W.



Remarks On Board Schr Francis. Allen of  
 Sunday July ~~the~~ 28. 1894

This 24 hours first part wind freshening from N.W. coming in strong squalls coming in strong squalls at times some sea N.W.W. Sky clear at times overcast with flying clouds at times wind hauling to N.N.W. towards latter part of watch steering full and By crew variously employed

Middle Part fresh wind N.N.W. coming in strong squalls at intervals 6 P.M. took in main top sail took single reef in main sail 1 in fore sail took in 5 by 5 lb Heavy sea from N.W. Sky clear at times Mid night blowing a fresh Gale coming in Heavy squalls with rain showers took 2nd reef in main sail 3 A.M. started leech rope on main sail lowered sail down set reefed storm try sail and close reefed the fore sail steering full and By

Latter Part Gale moderates but blowing Heavy from W. by N. Heavy sea running Sky clearing up 8 A.M. wore ship and come around on the other tack heading N.W. Vessel rolling and pitching Heavily employed repairing main sail pump Vessel every hour so ends this 24 hours

Course W.S.W. Lat  $36^{\circ}42'$  S Lon  $04^{\circ}36'$  W

Monday July the 30. 1894

This 24 hours first wind more moderate W.N.W. coming in fresh squalls at times sea running down motion of Vessel more easy sky overcast with fog clouds 2 P.M. shook out all reefs from fore sail shook reef from try sail steering full and By employed Breaking out meat



1894

New Bedford Mass Capt Joseph J. Fuller Master

Middle Part fresh breeze W. S. W. unsteady in force and direction coming in squalls at times some sea on N. W. Sky over cast with flying clouds 2. A. M. wind moderate - took in try sail set Single reefed main sail Steering full and By

Latter Part light Variable winds W & W unsteady in force and direction coming in fresh squalls at times with fog showers Sky over cast with fog clouds smooth sea 6 A. M. turned out all reefs from main sail 10 A. M. Set flying jib wind light W. by S. Steering full and By pump. Vessel every two hours so ends this 24 hours

Course N. W.  $\frac{1}{2}$  W. Lat  $35^{\circ} 55' S.$  Lon  $05^{\circ} 19' W.$

Tuesday July the 31.. 1894

This 24 hours first part light and unsteady winds in force and direction from the Wed squally at times Sky over cast with flying clouds clear at times wind freshens toward end of watch Steering full and By smooth sea Crew variously employed

Middle Part fresh wind Hauling to N. W. coming in strong squalls tacked ship Steering full and By 6 P. M. took 1 reef in main sail took in Flying jib Heavy sea running from the Wind Sky dark cloudy 9 P. M. took 1 reef in fore sail Mid night wind N. blowing strong coming in heavy squalls starlight at times 2 A. M. close reefed the main sail

Latter Part fresh breeze N. by W. coming in squalls but steady in direction Heavy sea 7 A. M. shook 1 reef from main sail sky over cast with clouds Partly clear at times Steering full and By pump Vessel every hour so ends this 24 hours

Course S. W. by W. Lat  $36^{\circ} 21' S.$  Lon  $05^{\circ} 50' W.$



Remarks On Board Schr Francis Cullen of  
Wednesday Aug ~~the~~ 1, 1894

This 24 hours first Part fresh wind coming in strong squalls from N. by W. with heavy sea running from the N. wd 3 P.M. wind blowing heavy close reefed the main sail sky over cast with dark heavy clouds steering full and by crew variously employed

Middle Part fresh wind N. by W. coming in heavy squalls heavy sea running from the N. wd 7 P.M. close reefed the fore sail mid night had a heavy fall of rain sea carried away the gang way planks 3 A.M. wind hauled suddenly to the W. wd wore ship sea more regular steering full and by vessel making some water

Latter Part light wind from the W. wd stops raining more steady in direction sea running down sky over cast with clouds sun shining at times day light turned out 1 reef from fore sail 1 from main sail employed repairing pumps and fixing fore castle companion way pump vessel every hour so ends this 24 hours

Course N. N. W.  $\frac{1}{4}$  W. Lat  $36^{\circ} 32'$  S. Lon  $66^{\circ} 40'$  W.

Thursday Aug ~~the~~ 2, 1894

This 24 hours first part light and unsteady winds in force and direction from the W. wd smooth sea sky over cast with clouds employed making new gang way boards steering full and by

Middle Part moderate wind from the W. wd coming in light squalls at times and unsteady in direction smooth sea 6 P.M. turned out all reefs from fore sail wind hauling N. by W. tacked ship steering full and by sky clear and starlight



New Bedford Mass Capt Joseph J. Fuller Master 1894  
 Latter Part fresh wind from the NW coming  
 in strong squalls but steady in direction  
 Heavy sea coming from the NW Sky clouding up  
 and rain 7 A.M. took in Flying Gib wind generally  
 freshening N.N.W. steering full and By 11 A.M.  
 took 1 reef in Fore Sail pump Vessel every  
 hour so ended this 24 hours clear sky  
 Course W.S.W. Lat  $36^{\circ}55'$  S. Lon  $07^{\circ}36'$  W.

Friday Aug ~~4th~~ 3.. 1894

This 24 hours first part strong wind  
 coming in heavy squalls from N.N.W. Sky  
 clear at times overcast with flying clouds  
 Heavy sea N.N.W. Steering full and By  
 Crew variously employed

Middle Part wind increasing to a light  
 Gale N.N.W. with heavy sea running N.N.W. 9 P.M.  
 took in main sail set reefed storm top sail  
 11 P.M. close reefed the Fore sail Barometer falling  
 rapidly mid night blowing a fresh Gale Sky  
 clear and starlight Vessel rolling and pitching  
 deeply 1 A.M. took in gib 2 A.M. Hove to Heading  
 N.W. of to W.N.W. Vessel making some water

Latter Part blowing a strong Gale N.N.W.  
 coming in heavy squalls with heavy sea running  
 from N.W. Sky cloudy and and damp 8 A.M. wore  
 ship and come around on the other tack hauled  
 down fore stay sail Heading N.W. of to E.N.E.  
 wind still increasing in force to a heavy Gale  
 11 A.M. heavy fall of rain pump Vessel every  
 hour so ended this 24 hours

Course S.W. No Obs



Remarks On Board Schooner *Allyre* of  
Saturday Aug ~~the~~ 4<sup>th</sup> 1894

This 24 hours first part blowing a heavy Gale of wind from the N.W. coming in strong squalls with Very high heavy sea from N.W. Vessel rolling and pitching heavily 2 P.M. Stops raining wind moderates a little hauling to W.N.W. Sky clearing up at times and sea a little more regular Motion of Vessel more easy Still hove to Heading N.N.W. of to N.N.E. Crew Various<sup>ly</sup> employed John Coleman of duty with sore throat

Middle part wind moderates Still blowing a light Gale W.N.W. coming in heavy squalls with rain at times Heavy sea running Wed 11 P.M. Had a heavy squall of wind and hail accompanied with thunder and lightning Sky clear between the squalls wind hauling to the Wrd Still Hove to Heading W.N.W. of to N.N.W.

Latter Part wind moderates coming in heavy squalls from the Wrd Sky clear Between the squalls rain showers at times Vessel rolling and pitching in a heavy sea from the Wrd Still Hove to heading N.W. of N. under close reefed Fore Sail and reefed Storm try sail William Thompson of duty with sore leg pump Vessel every hour so ends this 24 hours

Course N.N.E.  $36^{\circ}05'$  S. & on  $06^{\circ}10'$  W.

Sunday Aug ~~the~~ 5<sup>th</sup> 1894

This 24 hours first part blowing heavy from the W.N.W. coming in heavy squalls accompanied with rain at times heavy sea running from the Wrd Sky overcast with flying clouds Still hove to Heading N.N.W. of to N.N.E. Crew Various<sup>ly</sup> employed



1858

New Bedford Mass Capt Joseph J. Fuller Master  
Middle Port blowing a fresh Gale at times N.W.  
coming in heavy squalls Heavy sea running W.N.W.  
Vessel shipping quantities of water Sky clear and  
starlight at times entirely over cast with heavy  
dark clouds rain and fog showers Still Hove to  
Heading N.W. of to N.N.E.

Letter Port wind slightly moderating during  
watch blowing heavy at times with rain squalls  
from W.N.W. Heavy high seas running with great  
force from W.N.W. Sky clear at times Still hove to  
Heading N.W. of N. under close reefed fore sail  
and reefed storm try sail pump Vessel every  
hour so ends this 24 hours William Thompson on duty  
Course N.N.E. Drift No Obz

Monday Aug ~~the~~ 6.. 1858

This 24 hours first part strong wind  
coming in heavy squalls with rain at times  
from W.N.W. Sky clear at times cool and raw  
seas a little more regular W.N.W. Still hove to  
Heading N.W. of to N. employed repairing pumps

Middle Port light wind W.N.W. coming in  
fresh squalls at times with rain showers  
sea running down Motion of Vessel more easy  
Sky clear and starlight between the squalls  
11 P.M. set fore stay sail still Hove to Heading  
N.W. of to N

Letter Port light winds W.N.W. unsteady  
in force and direction coming in fresh  
squalls at times 7 A.M. set jib and shook reef  
out of try sail Heading N. Sky clear at times  
over cast with flying clouds Heavy swell  
from the N.W. employed Breaking out coffee  
pump Vessel every hour so ends this 24 hours  
Course N. No Obz



Remarks On Board Schr Francis, Callyn of  
 Tuesday Aug ~~the~~ 7.. 1894

This 24 hours first Part light and unsteady  
 winds in force and direction hauling  
 to N.W. Meridian wave ship shook 1 reef out of  
 Fore sail Heading W. 4 P.M. wind N.W. took  
 in try sail set single reefed main sail  
 Sky over cast with clouds Crew Various  
 employed Steering full and By

Middle Part light wind coming in  
 fresh squalls with rain at times from  
 N.W. Heavy swell from the N.W. Sky dark  
 cloudy and rainy 6 P.M. close reefed the  
 main sail mid night wind generally freshening  
 coming in strong squalls with heavy sea  
 2 A.M. took in main sail set reefed storm  
 try sail Steering full and By

Latter Part light wind unsteady in  
 force and direction from N by W. Sky  
 over cast with clouds rain and fog  
 showers at times sea more smooth employed  
 Breaking out Bread & flour and Water  
 Steering W pump Vessel every hour so  
 end this 24 hours

Course S.W. by W. Lat  $36^{\circ}40'$  S. Lon  $073^{\circ}36'$  E.

Wednesday Aug ~~the~~ 8.. 1894

This 24 hours first part light and  
 unsteady winds in force and direction  
 from the N.W. rough short sea Sky over cast  
 with clouds 1 P.M. shook reef from try sail  
 3 P.M. shook reef rain and fog showers  
 Steering W.N.W. crew Various employed



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Middle Part wind moderates N.N.W. coming  
 in fresh squalls sky over cast with clouds  
 partly clear at times 5 P.M. took in try sail  
 set 2 reefed main sail short choppy sea N.N.W.  
 6 P.M. wind freshening again sky Heavy looking  
 and threatening 2nd reefed the fore sail  
 3 A.M. wind coming in Heavy squalls with  
 heavy sea from the N.W. took in main sail  
 set reefed storm try sail steering full and by  
 Leatter part strong wind coming in heavy  
 squalls from the N.W. with rough sea N.W.  
 sky cloudy and raining at times 11 A.M. wind  
 freshens took in jib wind N.W. by N. steering  
 full and By pump Vessel every hour  
 so ends this 24 hours  
 Course S.W. No Obs

Thursday Aug ~~the~~ 9.. 1894

This 24 hours first part fresh wind  
 coming in heavy squalls at times with  
 rough sea N.W. 3 P.M. wind more steady in  
 force sky clearing up 4 P.M. set jib steering  
 full and By Lever Variously employed

Middle Part fresh wind N.N.W. coming in  
 heavy squalls rough sea N.N.W. sky dark cloudy  
 and damp mid night blowing heavy took  
 in jib and tore it Badly steering full and by

Leatter Part blowing heavy from N.W. coming  
 in heavy squalls and Heavy sea running  
 from N.W. sky dark cloudy and raining  
 at times wind generally freshening  
 9 A.M. wore ship hauled fore stay sail and  
 Hove to Heading N.N.W. of to N.N.E. pump  
 Vessel every hour so ends this 24 hours  
 Course S.W. by S. Lat  $38^{\circ}00'$  S. Lon  $08^{\circ}06'$  W



Remarks On Board Schooner *Francis Allyn* of  
Friday Aug ~~the~~ 10. 1894

This 24 hours first part blowing a fresh Gale from N.W. coming in heavy squalls with heavy sea running N.W.W. Vessel rolling heavily sky clear at times wind hauling to W.N.W. Still Hove to heading N.W. of to N under close reefed fore sail and reefed storm try sail crew variously employed

Middle Part wind moderates a little coming in heavy squalls with heavy sea N.W.W. Sky clear and starlight at times overcast with flying clouds 3 A.M. wind light Set fore stay sail still laying Hove to heading N.W. of to N

Latter Part light wind coming in fresh squalls with light rain at times 6 A.M. Shook reef from fore sail and try sail 7 A.M. set flying jib carried away sheet and tore sail open took in try sail set 2 reefed main sail 8 A.M. unben and set in jib employed Breaking out main Hatch to get sails 10 A.M. Bent on and set new jib. Sky overcast with clouds steering full and By pump Vassall every hour so much this 24 hours

Course N.N. E. & at 3 & 11 S. Le on 8 & 6. W.

Saturday Aug ~~the~~ 11. 1894

This 24 hours first part light winds coming in squalls and hauling to N.N.W. Meridian jibbed over steering full and By 4 P.M. Had a heavy squall of wind and rain hauled down jib took in main sail set storm try sail Sky cloudy and threatening 5 P.M. wind moderate set jib heavy sea N.N.W. employed breaking out meat



1834

New Bedford Mass. Capt Joseph J. Fuller Master  
 Middle Part wind freshening coming in  
 Heavy squalls and hauling to the Wrd Heavy sea  
 coming from the Wrd 7 P.M. Close reefed the Fore  
 sail Sky clear and Moon light between the squalls  
 8 P.M. wore Ship 10 P.M. Had a heavy squall of wind  
 and rain took in Jib Mid high wind blowing  
 heavy with Hail at times Steering pull and By  
 Latter Part blowing a fresh Gale from the  
 Wrd coming in heavy squalls accompanied  
 with rain and large Hail at intervals Heavy  
 sea running from the Wrd 8 A.M. reefed the  
 try sail hauled down Fore stay sail Hove to  
 heading W.N.W. of to N.N.W. sea carried away  
 Sprit sail yard Sky over cast with flying  
 clouds pump Vessel every hour so ends this 24  
 hours Course N by W. Lat  $37^{\circ}55'S$ . Lon  $09^{\circ}08'W$ .  
 10 P.M. Saw a ship to leeward heading S.E.

Sunday Aug ~~the~~ 12.. 1834

This 24 hours first part fresh Gale  
 continues from the Wrd coming in heavy  
 squalls accompanied with rain and large  
 Hail Heavy sea running from the Wrd Vessel  
 a combination of Pitch and roll Sky over  
 cast with clouds clear at times Still  
 Hove to heading W.N.W. of to N.N.W. Crew  
 Variously employed

Middle Part Moderate wind from the Wrd  
 coming in light squalls at times Sky clear  
 and Moon light at times over cast with flying  
 clouds Heavy swell on Still hove to heading  
 W.N.W. of to N.N.W. Mid high wind light  
 set Fore Stay sail



Remarks On Board Schr Francis Lillyn of  
 Latter Part light and unsteady wind  
 in force and direction W by S. Swell  
 going down gradually day light set <sup>fib</sup> shook  
 1 reef from Fore sail and reef out of try  
 sail 7 A.M. wind Very light took in try  
 sail set 2 reefed main sail unbent and  
 sent in flying <sup>fib</sup> 8 A.M. Shook out all  
 reefs from Fore sail wind hauling to  
 W.N.W. 10 A.M. shook 1 reef from main sail  
 Steering full and By clear Sky employed  
 working on flying <sup>fib</sup> Boom Sear  
 John Coleman on Duty pump Vessel  
 every hour so ends this 24 hours  
 Course N by W  $\frac{1}{2}$  W. Lat  $37^{\circ}20'$  S. Lon  $09^{\circ}17'$  W.

Monday Aug ~~the~~ 13. 1894  
 This 24 hours first part light Variable  
 wind unsteady in force and direction  
 wind hauling to N.W. tacked Ship Sky  
 cloudy and dump Steering full and  
 By crew Various employed

Middle Part wind freshens hauling to  
 N by W. coming in strong squalls sky overcast  
 with silvery clouds moon shining through  
 Heavy swell N.W. 11 P.M. wind freshens took 1 reef  
 in Fore sail and close reefed the main sail  
 Steering full and By

Latter Part strong wind coming in  
 heavy squalls from the N.W. with heavy cross  
 seas from the N.W. and W. 4 A.M. close reefed  
 the Fore sail blowing heavy 9 A.M. took in  
 main sail set reefed Storm try sail Sky dark  
 cloudy and rainy steering full and By meridian  
 took in <sup>fib</sup> pump Vessel every hour so ends  
 this 24 hours

Course S.W. by W. No Obs



New Bedford Mass left Joseph J. Fuller Master <sup>1894</sup>  
 Tuesday Aug ~~the~~ 14. 1894

This 24 hours first part comes in with heavy wind from N.N.W. coming in heavy squalls sky dark cloudy and rainy 1 P.M. Wove Ship hauled down Fore Stay Sail and Hove to heading N. of E. Heavy high cross sea from N.W. 4 P.M. wind increasing to fresh Gale started rip in try Sail lowered it down to repair at 5 set try Sail Vessel rolling and pitching heavily Crew variously employed

Middle part fresh Gale continues from the N.N.W. Heavy sea from the N.W. and W. 7 P.M. Gale moderates coming in heavy squalls and hauling to N.E.W. Sky lighting up moon shining through the clouds mild light wind light sky clear and pleasant till Hove to heading W. of N.W. 2 A.M. set Fore Stay Sail

Latter Part Light wind from the S.W. unsteady in force but steady in direction Heavy cross sea carried flying jib & stay and sprung Boom 7 A.M. running Vessel 8 A.M. carried away flying jib Boom 9 A.M. got the rigging cleared up set jib and took 1 reef from Fore sail Sky clear and cool sea running down bow of Vessel easy 10 A.M. Put Steward Forward for incompetency of his work pump Vessel every hour so ends this 24 hours steering full and by Course N.N.W. Lat  $37^{\circ}32'$  Lon  $10^{\circ}46'$  W.

Wednesday Aug ~~the~~ 15. 1894

This 24 hours first part light wind from S.W. steady in force and direction smooth sea 1 P.M. took reef out of try sail sky clear and pleasant employed in Repairing Main sail 4 P.M. took in try Sail set 2 reefed Main sail steering full and By



Remarks On Board S. S. Francis Allen of  
 Middle Port wind light W.S.W. Gradually  
 dropping of vessel cooling and sails slatting  
 Heavily sky clear and moon light Heavy swell  
 from the NW at 10 P.M. lowered main sail  
 down started rip in fore sail lowered it down  
 to repair 3 A.M. set main sail with all reefs  
 out set fore sail light breeze from the NW  
 steering full and By

Letter Port wind N. by E. coming in  
 fresh squalls sky clouding up and damp  
 8 A.M. wind freshens took 1 reef in fore  
 sail 9 A.M. close reefed the fore and main  
 sail rough choppy sea from the NW at 11 P.M.  
 wind strong took in main sail set reefed  
 storm try sail light fog showers at times  
 steering full and By pump vessel every  
 hour so ends this 24 hours

Course N.W. by N. No Ob  
 John Coleman of Duty with swollen lower  
 extremities Thursday Aug<sup>th</sup> 16. 1894

This 24 hours first part strong wind  
 N. by E. coming in squall but steady in  
 direction Heavy head sea sky dark cloudy  
 and damp 2 P.M. light up Saw the Island  
 Tristan D'Acunha bearing W.N.W. about  
 30 miles distant Vessel steering full and  
 By crew variously employed

Middle Port wind freshens hauling to N.W.  
 coming in Heavy squalls and raining steadily  
 at times sky dark cloudy Heavy rough sea from  
 all ways 8 A.M. took in 1/2 midnight wore ship  
 Hauled down fore stay sail and fore to with  
 wind N. heading N.N.E. of to, E.N.E.



New Bedford Mass Capt Joseph H. Fuller Master <sup>1894</sup>

Letter Part fresh wind W.N.W. coming in squalls with rain 5 A.M. stops raining sky clearing up saw the land bearing N by W. Day light set Jib and Fore Stay Sail 7 A.M. shook 1 reef from Fore sail 10 A.M. wind moderate shook reef from try sail rough sea Vessel beating up towards the land pump Vessel every hour so ends this 24 hours Course full and By No Ob

Friday Aug <sup>the</sup> 16. 1894

Light. This 24 hours first Part Light wind W.N.W. unsteady in force and direction Very Heavy swell Vessel rolling and sails flapping heavily Sky clear at times over cast with flying clouds Vessel <sup>steering</sup> drifting in towards the island Crew Variously employed

Middle Part wind freshens from the Wrd coming in strong squalls with rain at times from off the land Sky clear and moon light at intervals Mid. night wind strong Hauled down Jib Wore ship and Hove to laying under the lee of the Island Heavy deep swell

Letter Part Strong wind from the Wrd fitful and squally in force rain squalls at times 6 A.M. set Jib Wore ship & tacking up towards the land 9 A.M. wind coming in heavy squalls took in main sail & reefed storm try sail 10 A.M. close reefed the Fore sail Hauled down Jib Heavy sea running from W.W. Hove to heading W.N.W. of to N.N.W. pump Vessel every hour so ends this 24 hours



Remarks On Board Schreanias Allyn of  
Saturday Aug. ~~the~~ 12. 1894

This 24. hours first Part blowing a fresh Gale from the N.W. with Heavy sea running N.W. Sky over cast with Heavy Gale clouds I till hove to Heading off I hove could not make any landing Vessel leaking around the Stern Post

Middle Part blowing a Gale of wind from N.W. with Heavy high seas from the Wrd Sky lighting up at times 11 P.M. Gale Moderate Hauling to the Wrd Mid Night Set Jib running Vessel off to the N.W. Wind Moderating

Leatter Part fresh wind coming in squalls from N.W. Sky over cast with flying clouds 6 A.M. turned out all reefs from Fore sail & took reef from try sail wind light 8 A.M. took in try sail set 2 reefed main sail sea running down & steering course N by E. pump Vessel every hour so ends this 24 hours

Course N Lat  $35^{\circ}36'$  Lon  $12^{\circ}27'W$

Sunday Aug. ~~the~~ 18. 1894

This 24. hours first Part light and unsteady wind from the N.W. in force but steady in direction clear Sky Heavy swell from the Wrd 3 P.M. turned all reefs out of main sail & steering course N by E crew Variously employed

Middle Part light wind N.W. unsteady in force and direction Sky clear and moon light Heavy swell Vessel rolling and sails slatting Heavily 11 P.M. wind hauling to the N.W. & steering full and by



1894

New Bedford Mass. Capt Joseph H. Miller Master  
 Latter Part light wind W.N.W. unsteady in  
 force and direction smooth sea sky over cast with  
 clouds 4 A.M. wind hauling to the Wrd set main  
 top sail steering a course N.E. pump Vessel every  
 hour so ends this 24 hours  
 Course N by E. Lat  $34^{\circ}08'$  S Lon  $12^{\circ}12'$  W.

Monday Aug <sup>the</sup> 20., 1894

This 24 hours first part light and unsteady  
 wind in force and direction from W.N.W.  
 smooth sea sky clear 4 P.M. Saw a ship to leeward  
 standing to the Srd and Ewd. steering a  
 course N.E. crew variously employed  
 middle Part light wind from S.W. unsteady  
 in force and direction smooth sea sky over  
 cast with thin broken clouds 2 A.M. wind  
 dropped of to calm Vessel drifting about  
 Latter Part continues to be calm all through  
 the watch sky over cast with clouds 8 A.M.  
 clewed up main top sail and lowered main  
 sail down to repair pump Vessel every hour  
 so ends this 24 hours  
 Course N.W. E. No Obs

Tuesday Aug <sup>the</sup> 21., 1894

This 24 hours first part comes in calm  
 and cloudy sky and damp smooth sea  
 employed repairing main sail 7 P.M.  
 light breeze from the Nrd set main sail  
 and top sail steering full and by  
 middle part light wind coming from the  
 Nrd unsteady in force and direction smooth  
 sea sky dark cloudy and damp 11 P.M. wind  
 dropped of Vessel rooling and drifting about



Remarks On Board of the Francis Lillyn of

Le after Part wind W. unsteady in force and direction calm at times long steady swell from the N.W. sky over cast with dark clouds pump Vessel every hour so ends this 24 hours

Course N.N.E. N.W. 1/2 E

Wednesday Aug <sup>the</sup> 22 1894

This 24 hours first part comes in calm with light breezes at times from the N.W. sky over cast with heavy dark clouds and damp 4 P.M. light breeze coming coming from the N.W. long steady swell steering full and By crew variously employed

Middle Part fresh breeze from N.N.W. Steady in force and direction some sea on N.W. 6 P.M. took main top sail steering N.E.

Le after Part wind freshens N.W. Steady in force and direction clear sky some sea on 3 A.M. took single reef in main sail steering a course N.E. pump Vessel every hour so ends this 24 hours

Course N. by E. 1/4 E. & at 30° 44' S. on 10° 08' W.

Thursday Aug <sup>the</sup> 23 1894

This 24 hours first Part fresh breeze from the N.W. Steady in force but unsteady in direction sky over cast with clouds some sea on crew variously employed

Middle Part a light steady breeze in force and direction from N.W. sky over cast with clouds and starlight at times some swell S.W. steering N.E.



New Bedford Mass. Capt Joseph J. Fuller Master 1894

Le. after Part light steady winds in force from S.W. but unsteady in direction  
 some swell on S.W. blue sky and clouds  
 Vessel making more water around stern  
 Post employed Breacking out water and  
 to lower Steering course N. by. W. pump Vessel  
 every hour so ends this 24 hours

Course N.  $3/4$  E. Lat  $28^{\circ} 27' S$ . Lon  $09^{\circ} 49' 30'' W$ .

Friday Aug <sup>the</sup> 24.. 1894

This 24 hours first part light winds  
 S.W. steady in force but unsteady in  
 direction sky over cast with flying  
 clouds some sea on S.W. employed  
 repairing fore sail Steering course  
 N. John Coleman on duty

Middle Part light wind S. S.W. coming  
 in fresh squalls at times with light rain  
 showers sky over cast with flying clouds  
 and starlight at times 8 P.M. gettbed over  
 Steering N.E. some sea S. S.W.

Le. after Part fresh breezes S. S.W. move  
 steady in force and direction some sea  
 S. S.W. sky clear pump Vessel every hour  
 so ends this 24 hours

Course N. by. E.  $3/4$  E. Lat  $26^{\circ} 14' S$ . Lon  $09^{\circ} 13' W$ .

Saturday Aug <sup>the</sup> 25.. 1894

This 24 hours first part fresh breezes  
 and fine weather from S. S.W. some sea  
 on S. S.W. 2 P.M. lowered main sail down to  
 to sew up rip 3 P.M. Set main sail and main  
 top sail. Steering course N.E. by. E. crew  
 Variously employed 3 P.M. Put Huis 1  
 Boat on the cranes



Remarks On Board Schooner Francis Allen of  
 Middle Part fresh wind S. by W. steady  
 force but hauling to the Swd towards  
 latter end of watch some swell on S by  
 clear and Starlight steering course N. by E.  
 Latter Part fresh breeze from the  
 Swd steady in force and direction  
 smooth sea S by clear and pleasant  
 employed breaking out the Mizzen Hatch  
 to get Pork & steering course N. E. by E.  
 pump Vessel every hour so ends this 24 hours  
 course N. N. E.  $\frac{1}{2}$  E. Lat  $23^{\circ} 47' S$ . Lon  $07^{\circ} 33' 15'' W$ .

Sunday Aug <sup>the</sup> 26.. 1894

This 24 hours first Part light breeze  
 and fine weather from the Swd wind  
 coming in fresh squalls at times  
 steering course N. E. by E. crew variously  
 employed

Middle Part light wind coming in  
 squalls at times and fresh in force but  
 steady in direction from the Swd  
 smooth sea S by clear and Starlight  
 steering course N. E. by E.

Latter Part light winds from the  
 Swd steady in force and direction  
 some sea S. E. clear sky steering course  
 N. E. by E. pump Vessel every hour so  
 ends this 24 hours

course N. N. E.  $\frac{1}{2}$  E. Lat  $21^{\circ} 24' S$ . Lon  $06^{\circ} 08' 15'' W$

Monday Aug <sup>the</sup> 27.. 1894

This 24 hours first Part light wind  
 S. E. coming in fresh squalls at times  
 clear sky some sea S. E. steering course  
 N. E. crew variously employed



1894

New Bedford Mass: Capt Joseph J. Fuller Master  
 Middle Part fresh wind S. & coming in  
 strong squalls all through the watch  
 but carrying all sail some sea S. & E. Sky  
 dark cloudy Steering course N. by E. & E.  
 Latter Part fresh winds from the S. & E.  
 more steady in force and direction Sky  
 dark cloudy and damp some sea coming  
 from S. & E. employed Painting Waist Boat  
 pump Vessel every hour so ends this 24 hours  
 course N. by E. & E. Lat  $18^{\circ}45'N$  Lon  $03^{\circ}20'W$

Tuesday Aug <sup>the</sup> 28. 1894

This 24 hours first part light winds  
 from S. & E. coming in fresh squalls at  
 times some sea from S. & E. Steering  
 course N. N. E. Crew Variously employed  
 Middle Part fresh wind S. & E. coming  
 in strong squalls at times but carrying  
 all sail smooth sea & sky dark cloudy  
 Steering course N. N. E.

Latter Part light and unsteady wind  
 in force coming in squalls from S. & E.  
 sea smooth Sky dark cloudy & C. M. saw  
 a ship bearing N. N. W. standing to the  
 N. W. meridian raised the island St  
 Helens bearing N. N. W. about 30 miles  
 distant Steering N. by E. pump Vessel  
 every hour so ends this 24 hours  
 course N.

Wednesday Aug <sup>the</sup> 29. 1894

This 24 hours first part light winds S. & E.  
 coming in squalls at times smooth sea  
 Sky over cast with clouds and damp  
 Vessel Steering in toward the land  
 Crew Variously employed



Remarks On Board Sch. Francis C. Lynn of  
 Middle Part light wind from S.E.  
 unsteady in force but steady in direction  
 Sky clear and starlight smooth sea 6 P.M.  
 gibbed over steering in towards the land  
 took in main top sail 9 P.M. reefed the main  
 sail and laid aback for the Night

Latter Part light wind S.E. unsteady  
 in force and direction smooth sea 7 A.M.  
 got up the cables shook reef from main  
 sail 9 A.M. came to anchor at James Town  
 Harbor S. t. Helena in 10 fathoms of water  
 let go S. t. board anchor payed out 30  
 fathoms of chain sky over east with clouds  
 still laying at anchor so ends this  
 24 hours

Thursday Aug <sup>the</sup> 30. 1894

This 24 hours first part comes in with  
 light wind from the S.E. coming in squalls  
 at times smooth sea sky dark cloudy and  
 damp breeze variously employed

Middle Part light and unsteady wind in  
 force and direction from the S.W. light fog  
 squalls at times some sea on in the Harbor  
 8 P.M. Set the anchor watches Sky clear and  
 starlight

Latter Part light and unsteady winds  
 from the S.W. calm at times Sky over east  
 with flying clouds some swell on Vessel still  
 leaking around Stern Post still laying  
 at anchor so ends this 24 hours



1894

New Bedford Mass Capt Joseph H. Fuller Master  
Friday Aug ~~the~~ 31.. 1894

This 24 hours first Part comes in with light winds and calm at times from the Swd sky clear and warm smooth sea Crew Variously employed

Middle Part light winds and calm at times from the Swd sky clear and starlight at times over cast with flying clouds & P.M. Set the Anchor watches smooth sea

Latter Part light winds from the Swd coming in squalls sky over cast with flying clouds some swell on Employed scraping down Fore and main mast and repairing jib Still laying at anchor so ends this 24 hours

Saturday Sept ~~the~~ 1.. 1894

This 24 hours first part comes in with fresh squalls of wind from the Swd sky over cast with flying clouds some sea on employed repairing jib

Middle Part light winds from the Swd coming in moderate squalls some sea on & P.M. Set the Anchor watches for the Night sky over cast with flying clouds

Latter part light wind unsteady in force coming in squalls some sea on Sky over cast with flying clouds employed repairing jib Still laying at anchor so ends this 24 hours



Remarks On Board Sch. Francis Allen of  
Sunday Sept. ~~the~~ 2.. 1894

This 24 hours first part light winds  
from the Swd coming in moderate squalls  
at times Sky over cast with flying clouds  
some swell on in the Harbor & P.M. finished  
repairing & crew variously employed

Middle Part light and unsteady winds  
from the Swd light rain squalls at times  
some swell on Sky over cast with clouds

& P.M. set the Anchor watches for the night

Latter Part light winds from the  
Swd steady in force and direction Sky  
clear and warm some swell on Still  
laying at Anchor so ends this 24 hours

Monday Sept. ~~the~~ 3.. 1894

This 24 hours first Part fresh squalls  
of wind from the Swd Sky clear and  
pleasant some swell on in the Harbor  
crew variously employed

Middle Part light winds from the Swd coming  
in moderate squalls Sky clear and daylight  
smooth sea & P.M. set the Anchor watches  
for the night

Latter Part moderate squalls of wind  
from the Swd smooth sea Sky clear and  
warm employed repairing & storm by sail  
and breaking out water Still laying at  
Anchor so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master

Tuesday Sept <sup>the</sup> 4. 1894

This 24 hours first Part light wind squalls from the land sky clear and pleasant smooth sea employed repairing storm try sail

Middle Part fresh squalls of wind from the S.E. coming with light rain showers at times some swell on in the Harbor & P.M. Set the anchor watches for the Night

Latter Part light winds S.E. coming in fresh squalls some swell on sky overcast with clouds sun shining at times employed repairing storm try sail still laying at anchor so ends this 24 hours

Wednesday Sept <sup>the</sup> 5. 1894

This 24 hours first Part fresh squalls of wind at times from the S.E. coming with light rain showers sky overcast with clouds heavy swell coming in to the Harbor employed making flying jib Boom and repairing try sail & P.M. sent out flying jib Boom

Middle Part fresh squalls of wind from the land coming with light rain and mist showers some sea on sky dark cloudy

& P.M. Set the anchor watches for the night

Latter Part light winds from the land coming in fresh squalls some sea on Blue sky and clouds sun shining at times employed repairing try sail and working on flying jib Boom Sea vessel still making badly around Stern Post still laying at anchor so ends this 24 hours



Remarks on Board Scho Francis C. Lynch

Thursday Sept <sup>the</sup> 6.. 1894

This 24 hours first Part comes in with light winds from the E. coming in fresh squalls at times Sky over cast with flying clouds some sea on in the Harbor 3 P.M. finished repairing storm try sail employed working on Flying Jib Boom Head Gear

Middle Part light winds coming in fresh squalls from the S.E. Sky clear and starlight at times partly over cast with clouds some sea on rain showers toward latter end of watch

Latter Part fresh squalls of wind from the S.E. coming with rain showers at times some sea on Sky over cast with flying clouds Employed setting up flying Jib Boom Head gear & till laying at anchor so ends this 24 hours

Friday Sept <sup>the</sup> 7.. 1894

This 24 hours first Part comes in with light and unsteady winds from the S.W. Sky clearing up and warm some swell on 4 P.M. finished setting up flying Jib Boom Head Gear

Middle Part light and unsteady winds from the S.E. coming in moderate squalls with light fog & showers Sky & starlight at times some swell on 8 P.M. set the anchor watches for the night

Latter Part fresh squalls of wind from the E. coming with rain and fog showers and foggy at times some sea on crew variously employed still laying at anchor so ends this 24 hours



1894

New Bedford Mass. Capt Joseph P. Snuffer Master  
Saturday Sept<sup>th</sup> 8. 1894

This 24 hour first part comes in with light winds from S.E. coming in fresh squalls with rain and mist some sea on in the Harbor crew Variousl<sup>y</sup> employed sky clearing up and warm

Middle Part light winds S.E. coming in squalls at intervals some sea & sky clear and star light 8 P.M. Set the Anchor watch for the night

Latter Part fresh squalls of wind from the land coming with rain squall at times all through the watch some sea on & sky clear at times between the squalls employed getting up Hoisting Gear William Thompson Directed Vessel still laying at Anchor so ends this 24 hours

Sunday Sept<sup>th</sup> 9. 1894

This 24 hour first part comes in with light winds S.E. coming in fresh squalls at times with light rain showers some sea on crew Variousl<sup>y</sup> employed

Middle Part fresh wind S.E. coming in strong squalls at times with rain all through the watch sky overcast with clouds some sea on 8 P.M. Set the Anchor watch for the night

Latter Part moderate wind S.E. coming in light squalls at times sky clear and Pleasant some sea on still laying at Anchor so ends this 24 hours



Remarks On Board Scho'r Francisco L. Lynch  
Monday Sept. <sup>the</sup> 10. 1898

This 24 hours first Part comes in with light squalls of wind from S. & Heavy swell on in the Harbor Sky clear and warm crew Variousy employed

Middle Part light winds coming in fresh squalls from the S. & E. Sky overcast with flying clouds some sea on 8 P.M.

Set the Anchor watches for the night

Leatter Part light winds S. & E. coming in fresh squalls at times with light fog & showers sky overcast with flying clouds at times clear some sea on employed Breaking out the Main Hatch and getting ready to Discharge Oil Still laying at Anchor so ends this 24 hours

Tuesday Sept. <sup>the</sup> 11. 1898

This 24 hours first Part comes in with light winds from S. & E. coming in fresh squalls at times Sky overcast with flying clouds some sea on crew Variousy employed

Middle Part light winds from the S. & W. coming in fresh squalls at times Sky overcast with clouds smooth sea 8 P.M. Set the Anchor watches for the night

Leatter Part calm and warm clear sky smooth sea employed Breaking out and cooping Oil Still laying at anchor so ends this 24 hours



New Bedford Mass Capt Joseph F. Fuller Master <sup>1894</sup>  
 Wednesday Sept <sup>the</sup> 12. 1894

This 24 hours first Part comes in with light breeze springing up from the N.W. and calm at times clear sky and warm smooth sea wind hauling to the S.W. & employed Breaking out and coopering Oil

Middle Part light winds from the S.E. unsteady in force some sea on sky clear and moonlight 8 P.M. set the Anchor watches for the night

Leatter Part light winds from the E.W. and calm at times some sea on sky clear and warm employed Breaking out and coopering Oil still laying at Anchor so ends this 24 hours

Thursday Sept <sup>the</sup> 13. 1894

This 24 hours first Part light and unsteady winds in force from the E.W. some sea on sky clear and Pleasant & employed breaking out and coopering Oil

Middle Part light winds from S.E. coming in fresh squalls at times Heavy long swell bearing in sky clear and moon light 8 P.M. Set the Anchor watches for the night

Leatter Part light winds S.E. unsteady in force sky clear and pleasant Heavy swell on S.W. Hauled along side of Schr W. M. Green and discharged deck load of Oil still laying at Anchor so ends this 24-hours



Remarks On Board Schr. Francis Glyn of  
 Friday Sept. <sup>the</sup> 14., 1894

This 24 hours first Part comes in with light squalls of wind from the S.E. Sky over cast with fog clouds and warm heavy swell on. Employed Breaking out and coopersing Oil

Middle Part light and unsteady wind in force and direction from the S.E. Sky over cast with flying clouds Moon shining through at times Heavy swell on 8 P.M. Set the Anchor watches for the Night

Latter Part light winds coming in fresh squalls from the S.E. Sky clear and Pleasant 10 P.M. Hauled alongside of Schr Wm. F. Green and discharged deck load of Oil Meridian Hauled back to Moorings Heavy swell on still laying at anchor so ends this 24 hours

Saturday Sept. <sup>the</sup> 15., 1894

This 24 hours first Part comes in with light winds from S.E. coming in squalls with fog and mist showers Heavy swell on Sky over cast with flying clouds employed Breaking out and coopersing Oil Fred. Grant sick with ~~gout~~ <sup>gout</sup>

Middle Part light winds S.E. coming with light fog and mist at times Sky over cast with flying clouds Moon shining through Heavy swell on 8 P.M. Set the Anchor watches for the night

Latter Part light and unsteady wind hauling to the W. some swell on 10 A.M. hauled alongside Schr Wm. F. Green and discharged deck load of Oil clear sky and warm Meridian Hauled Back to Moorings still laying at anchor so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master  
 Sunday Sept<sup>the</sup> 16.. 1894

This 24 hours first part comes in with light winds from S.W. unsteady in force and direction calm at times some sea on sky over cast with flying clouds employed Breaking out and cooping Oil

Middle Part light wind S.E. unsteady in force and direction smooth sea sky clear and moon light 8 P.M. set the Anchor watches

Latter part calm and clear sky and warm 10 A.M. light wind coming from the S.E. some swell on still laying at Anchor so ends this 24 hours

Monday Sept<sup>the</sup> 17.. 1894.

This 24 hours first part comes in with light winds coming in fresh squalls at intervals sky clear and pleasant some sea on crew variously employed

Middle Part light winds S.E. and calm at times smooth sea sky over cast with clouds moon shining through at times 8 P.M. set the Anchor watches for the night

Latter Part light winds from the S.E. unsteady in force and direction sky clear and pleasant some swell on employed Breaking out <sup>and cooping</sup> Oil still laying at Anchor so ends this 24 hours took William Thompson aboard from Hospital



Remarks On Board Schr Francis. Clyn of  
Tuesday Sept 19. 1894

This 24 hours first Part light winds N.E. coming in strong squalls at intervals with some sea on sky over cast with flying clouds 2 P.M. finished Breacking out Oil and hauled along Schr Wm. F. Green and discharged Part of deck load 6 P.M. Hauled Vessel Back to moorings

Middle Part light and unsteady winds from S.E. coming in fresh squalls at times some sea on sky over cast with clouds moon shining through 8 P.M. Set the anchor watches

Latter Part light winds and calm at times from S.E. some sea on sky clear and pleasant. Employed cleaning Vessels Hold Still laying at anchor so ends this 24 hours

Wednesday Sept <sup>the</sup> 19. 1894

This 24 hours first Part light winds S.E. coming in fresh squalls at intervals some sea on sky clear and pleasant crew variously employed

Middle light winds S.E. unsteady in force and coming in squalls sky over cast with clouds some sea on 8 P.M. Set the anchor watches for the night

Latter Part wind coming from the S.E. in fresh squalls at times shipped Joseph Leistor. Steward 9 A.M. Hauled along side Schr Wm. F. Green finished discharging Oil and took provisions aboard Mercian hauled back to moorings some sea on still laying at anchor so ends this 24 hours



1898

New Bedford Mass Capt Joseph B. Fuller Master  
Thursday Sept ~~the~~ 20. 1898

This 24 hours first Part comes in with light winds from S.W. coming in fresh squalls at times some sea on Sky over cast with clouds employed setting up Leaks and looking for leak in Vessels Bottom

Middle Part fresh wind coming in strong squalls from the S.W. with heavy showers of rain all through the watch some sea on 8 P.M. Set the Anchor watches

Latter Part light winds from the S.E. coming with fresh squalls at intervals some sea on found leak underneath fore castle floor and stoped it Particiale I shd not mucking so much water employed cleaning out Vessels Hold and setting up Leaks Sky over cast with flying clouds Still laying at Anchor so ends this 24 hours

Friday Sept ~~the~~ 21. 1898  
This 24 hours first part comes in with light winds from S.E. coming in fresh squalls at times Sky over cast with clouds some sea on employed setting up Leaks and working in Vessels Hold

Middle Part light winds coming in fresh squall with rain at times Sky dark cloudy some sea on 8 P.M. Set the Anchor watches for the night

Latter Part light winds coming in squalls at times from the S.E. light rain and fog showers at intervals Sky cloudy Employed making Leaks and stowing down some sea on Still laying at Anchor so ends this 24 hours



Remarks On Board Sch Francis Lilly of  
 Saturday Sept<sup>r</sup> the 22. 1894

This 24 hours first Part comes in with light winds from S.E. coming in squalls with rain and fog showers at times Sky cloudy some sea on Employed making and stowing down leaske

Middle Part light winds from S.E. coming in fresh squalls at times Sky clear and Starlight smooth sea 8 P.M. Set the anchor watches for the night

Leatter Part light and unsteady wind from the S.E. calm at times and warm clear sky smooth sea Employed making and stowing down leaske

Sunday Sept<sup>r</sup> the 23. 1894

This 24 hours first Part comes in with light winds from S.E. calm at times clear sky and warm smooth sea Employed making and stowing down leaske

Middle Part light winds from the S.E. steady in force and direction sky clear and Starlight smooth sea 8 P.M. Set the anchor watches

Leatter Part light and unsteady winds from S.E. coming in fresh squalls at intervals smooth sea clear sky and warm still laying at anchor so ends this 24 hours

Monday Sept<sup>r</sup> the 24. 1894

This 24 hours first part comes in calm and warm clear sky sea smooth 4 P.M. light breeze from S.E. crew Variously employed

Middle Part light winds from S.E. coming in fresh squalls sky overcast with clouds at times smooth sea 8 P.M. Set the anchor watches for the night



New Bedford Mass Capt Joseph J. Fuller Master 1894

Letter Part light winds coming in fresh squalls at intervals clear sky and warm smooth sea employed making and stowing down Casks Still laying at anchor so ends this 24 hours

Tuesday Sept <sup>the</sup> 23.. 1894.

This 24 hours first part comes in with light winds from S.E. Steady in force and direction clear sky and warm smooth sea employed making and stowing down Casks

Middle Part light winds from the S.W. coming in light squalls at times sky clear and starlight smooth sea 8 P.M. Set the anchor watches for the night

Letter Part light winds S.E. coming in moderate squalls at times sky overcast with fog clouds at times smooth sea employed Painting Vessel out Side and stowing down Ground tiers Still laying at anchor so ends this 24 hours

Wednesday Sept <sup>the</sup> 26.. 1894

This 24 hours first Part comes in with moderate wind from S.E. coming in fresh squalls at times with light fog showers employed Painting Vessel out Side Walter Coleman Deserted Vessel

Middle Part light winds from the S.E. coming with light fog showers at times smooth sea 8 P.M. Set the anchor watches for the night

Letter Part calm and clear smooth sea 10 A.M. light breeze from the S.W. employed stowing Vessel Still laying at anchor so ends this 24 hours



Remarks On Board Sch. Francis C. Lynn of  
Thursday Sept ~~the~~ 27. 1894

This 24 hours first Part comes in with light winds from S.W. unsteady in force and direction smooth sea Various employment

Middle Part light winds from S.E. unsteady in force and direction smooth sea Employed taking in salt water for ballast Still laying at anchor so ends this 24 hours

Friday Sept ~~the~~ 28. 1894

This 24 hours first part comes in with light winds from S.W. coming in moderate squalls at times Sky clear and warm finished taking salt water

Middle Part light winds from S.W. unsteady in force and direction smooth sea Sky clear and starlight 8 P.M. set the anchor <sup>watch</sup>

Letter Part light Variable winds blowing from S.W. smooth sea Sky over cast with clouds and warm finished stowing Vessel Still laying at anchor so ends this 24 hours

Saturday Sept ~~the~~ 29. 1894

This 24 hours first Part comes in with light winds from the S.W. unsteady in force and calm at times smooth sea Employed taking water and scrubbing Vessel in side

Middle Part light winds S.E. coming in squalls Sky clear and starlight smooth sea 8 P.M. set the anchor watches for the night



1894

New Bedford Mass. Capt Joseph J. Fuller Master  
 Latter Part light winds coming in moderate  
 squalls from the S.E. smooth sea Sky clear and  
 warm Employed Painting Vessel on side and  
 finished Painting out Side Still laying at  
 anchor so ends this 24 hours

Sunday Sept ~~the~~ 30. 1894

This 24 hours first part wind coming in  
 strong squalls from S.E. Sky clear and warm  
 finished Painting in side first coats smooth sea

Middle Part light wind coming in strong  
 squalls from S.E. with rain showers smooth sea  
 8 P.M. Set the anchor watches for the Night

Latter Part light winds S.E. coming  
 in fresh squalls sky over cast with clouds  
 smooth sea crew variously employed  
 still laying at anchor so ends this  
 24 hours

Monday Oct ~~the~~ 1. 1894

This 24 hours first Part comes in  
 with light winds from S.E. coming  
 in fresh squalls at times sky overcast  
 with flying clouds smooth sea crew  
 variously employed

Middle Part light and unsteady winds from  
 S.E. Sky clear and starlight smooth sea 8 P.M.  
 set the anchor watches for the Night

Latter Part light winds coming in fresh  
 squalls at times clear Sky and warm some sea  
 employed Painting Vessel inside still  
 laying at anchor so ends this 24 hours



Remarks On Board St. Francis Allyn of  
 Tuesday Oct <sup>the</sup> 2. 1894

This 24 hours first Part come in with light  
 wind S.E. unsteady in force and direction  
 clear sky and warm smooth sea crew Various  
 employed

Middle Part light winds S.E. coming in  
 fresh squalls sky overcast with clouds some  
 sea on 8 P.M. Set the Anchor watches

Latter Part light and unsteady winds  
 from the S.W. coming in fresh squalls  
 smooth sea 10 A.M. Bent flying jib crew  
 Various employed Still laying at  
 anchor so ends this 24 hours

Wednesday Oct <sup>the</sup> 3. 1894

This 24 hours first Part light winds  
 from the S.W. unsteady in force and  
 direction some sea on employed getting  
 Vessel ready for sea Joseph McKenzic and  
 John Magget absent from Vessel

Middle Part light winds coming in  
 squalls from the S.W. clear sky smooth  
 sea 8 P.M. set the Anchor watches

Latter Part light winds from the  
 S.W. sky clear and warm 10 A.M.  
 William Thompson went ashore to be  
 discharged employed getting vessel ready for  
 sea Still laying at anchor so ends this  
 24 hours Shipped two New Hands



New Bedford Mass Capt Joseph J. Fuller Master 1894  
Thursday Oct <sup>the</sup> 4. 1894

This 24 hours first Part light winds from the S.W. clear Sky and warm smooth sea crew Variousy employed Thomas Tabb absent from Vessel

Middle Part light winds from the S.E. coming in fresh squalls smooth sea Sky clear and Starlight 8 P.M. set the Anchor watches

Latter Part light wind S.E. and calm at times smooth sea sky clear and warm John Coleman absent from Vessel, Employed getting Vessel ready for sea Still laying at Anchor so ends this 24 hours

Friday Oct <sup>the</sup> 5. 1894

This 24 hours first Part light winds from the S.E. coming in squalls at intervals smooth sea Sky clear and warm crew Variousy employed

Middle Part light winds S.E. coming in fresh squalls at intervals smooth sea Sky clear and Starlight 8 P.M. Set the Anchor watches.

Latter Part light winds S.E. coming in fresh squalls smooth sea Sky clear and pleasant Variousy Employed Still laying at Anchor so ends this 24 hours

Saturday Oct <sup>the</sup> 6. 1894

This 24 hours first Part fresh squalls of wind from S.E. Sky clear and warm smooth sea crew Variousy employed

Middle Part light wind from the S.W. coming in fresh squalls at times some swell on Sky clear 8 P.M. set the Anchor watches for the night



Remarks On Board Sch. Francis Lilly of  
 Latter Part light winds from the  
 Swd sky clear and warm some swell  
 on 10 A.M. Brought Joseph McKenzie aboard  
 Still laying at anchor so ends this 24 hours

Sunday Oct ~~the~~ 7. 1894

This 24 hours first Part light winds  
 coming in squalls from the Swd sky  
 clear and warm some swell on crew  
 Variously employed

Middle Part light winds coming  
 in fresh squalls at intervals sky  
 cloudy some swell on 8 P.M. set the  
 anchor watches for the night

Latter Part light winds from  
 the Swd coming in fresh squalls at  
 times sky clear and warm some sea  
 on still laying at anchor so ends  
 24 hours

Monday Oct ~~the~~ 8. 1894

This 24 hours first Part light  
 wind squalls from the Swd clear  
 sky and warm long heavy swell in  
 the Bay crew Variously employed

Middle Part light winds from the  
 Swd coming in fresh squalls at  
 times heavy swell on sky clear  
 and starlight 8 P.M. set the anchor  
 watches for the night

Latter Part light winds from  
 the Swd coming in fresh squalls  
 at times sky clear and warm  
 heavy swell on still laying at  
 anchor so ends this 24 hours



New Bedford Mass. Capt Joseph J. Fuller Master 1894  
 Tuesday Oct <sup>the</sup> 9. 1894

This 24 hours first Part comes in with light winds from the S.W. coming in fresh squalls at times Sky clear and warm 3 P.M. all hands forward repaired <sup>Reported to American consulate asking assistance of men of</sup> duty 4 P.M. a Boat crew came aboard <sup>from New York</sup> from the United States man of war Newark and Hove up anchor and got Vessel under way under short Sail at 6 P.M. crew turned to Set Main sail steering to the W. with a crew of 15 men all told in the fore-castle smooth sea

Middle Part light and unsteady winds in force and direction from the S.W. calm at times Heavy swell on Vessel rolling and sails flapping Heavily Sky overcast with clouds midnight fresh breeze springing up from S.E. steering a course S.W.

Letter Part fresh breeze from S.E. coming in strong squalls at intervals sky overcast with clouds Heavy swell on 10 A.M. wind moderates pump Vessel every two hours so ends this 24 hours steering course S.W. course S.S.W. Lat  $17^{\circ}12' S.$  Lon  $06^{\circ}24' E.$

Wednesday Oct <sup>the</sup> 10. 1894

This 24 hours first part comes in with light winds from S.E. unsteady in force and direction and very light at times Heavy swell on Vessel rolling and sails flapping Heavily Sky cloudy 3 P.M. took anchor on bow unbent and stowed cables below deck employed Breaking out Reef steering course S.W.



Remarks Board Sch Francis Callyn of  
 Middle Part light winds S.E. and calm  
 at times some swell on Vessel rolling  
 and sails slatting heavily 8 P.M. carried  
 away foot of Main Sail lowered it down  
 to repair Sky over cast with clouds Midnight  
 set Main Sail Steering S.W.

Latter Part light winds from S.E.  
 calm at times smooth sea Sky clear  
 and pleasant 9 A.M. wind hauled to the  
 S.W. all sail set Steering pull  
 and By pump Vessel every two hours  
 so ends this 24 hours

Course S.W.  $\frac{1}{2}$  S. Lat  $18^{\circ}10'$  Long  $71^{\circ}15'$  E.

Thursday Oct ~~the~~ 11. 1894

This 24 hours first Part comes in  
 with light and unsteady winds in  
 force and direction from the S.W.  
 Sky clear and warm smooth sea Steering  
 pull and By crew variously employed

Middle Part light winds from the  
 S.W. unsteady in force and direction  
 and calm at times smooth sea Sky  
 clear and moon light Steering pull and By

Latter Part light and unsteady  
 winds from S.E. coming in fresh  
 squalls at intervals smooth sea Sky  
 over cast with flying clouds  
 employed Breaking out flour Steering  
 pull and By pump Vessel every two hours  
 so ends this 24 hours

Course S.W. by W. Lat  $19^{\circ}06'$  Long  $82^{\circ}25'$  E.



1894

New Bedford Mass Capt Joseph J. Fuller Master  
Friday Oct <sup>the</sup> 12.. 1894

This 24 hours first Part comes in with light winds from S.E. coming in fresh squalls at times with light fog showers Sky over cast with flying clouds smooth sea Steering full and By crew Variously employed

Middle Part light winds from the S.W. and calm at times some swell on Vessel rooling and sails slatting heavily Sky clear and moon light Steering full and By

Latter Part wind dropped of to calm Vessel rooling and drifting about 6 A.M. carried away main Boom top man lift took main Sail in Sky clear and pleasant employed repairing main Sail pump Vessel every two hours so ends this 24 hours

Course S.W. 1/2 W. Lat  $19^{\circ}41'S$ . Lon  $090^{\circ}4'E$ .

Saturday Oct <sup>the</sup> 13.. 1894

This 24 hours first Part comes in with light breeze springing up from S.E. Set main sail some swell on Sky over cast with clouds Steering full and By crew Variously employed

Middle Part light and unsteady winds S.E. and calm at times Sky over cast with clouds some swell on Steering full and By

Latter Part light and unsteady winds in force and direction from S.W. E. calm at times Vessel rooling and sails slatting heavily 7 A.M. carried away fore Sheet Strap on Boom Sky over cast with a hazy atmosphere Steering full and By pump Vessel every two hours so ends this 24 hours

Course S.W. by W. Lat  $20^{\circ}30'S$ . Lon  $10^{\circ}30'W$ .



Remarks On Board Schr Francis Cillyn of  
Sunday Oct ~~the~~ 14. 1894

This 24 hours first Part comes in with light winds from S.E. unsteady in force and direction smooth sea Sky dark cloudy Steering full and By Crew Variously employed

Middle Part light and unsteady winds from S.E. smooth sea Sky dark cloudy rainy towards latter Part Steering S.W. by W.

Latter Part fresh breezes coming from S by E. with rain showers some sea coming S.E. Sky over cast with flying clouds sun shining through at times all Sail set Steering W. S.W. pump vessel every two hours so ends this 24 hours

Course S.W.  $\frac{1}{2}$  S. Lat  $21^{\circ} 18' S$  Lon  $11^{\circ} 22' W$

Monday Oct ~~the~~ 15 1894

This 24 hours first Part comes in with fresh breezes from S.E. coming in strong squalls at times Heavy sea coming from S.E. 1 P.M. took in Main top Sail 3 P.M. wind freshens took single reef in main Sail Sky over cast with flying clouds Steering a course S.W. by W. Crew Variously employed

Middle Part fresh breezes from S. E by S. coming in strong squalls with heavy sea S.E. Schr making water freely Sky over cast with clouds Steering course S.W. by W.

Latter Part fresh breezes S.E. more steady in force sea more regular 8 A.M. wore ship and laid aback to stop leak 11 A.M. stopped leak partially come around on the other tack steering course S.W. cloudy sky so ends this 24 hours

Course S.W.  $\frac{1}{2}$  S. Lat  $23^{\circ} 02' S$  Lon  $12^{\circ} 56' W$



1894

New Bedford Mass Capt Joseph F. Fuller Master

Tuesday Oct ~~the~~ 16.. 1894

This 24 hours first part comes in with fresh winds from S.E. by E. coming with light rain showers at intervals sky cloudy some sea S.E.

Steering a course S.W. Crew Variously employed

Middle Part fresh breezes from E.S.E. steady in but unsteady in direction Sky over cast with flying clouds smooth sea Steering course S.W.

Leatter Part wind moderates coming from the Ewd. and very light at times some swell on sky clear and warm 4 A.M. shook reef from Main Sail set Main top Sail employed breaking out meat Steering course S.W. by S. pump

Vessel every two hours so ends this 24 hours course S.S.W. Lat  $27^{\circ}56'$  S. Lon  $13^{\circ}56'$  W.

Wednesday Oct the 17.. 1894

This 24 hours first Part comes in with light winds unsteady in force and direction from the Ewd some swell on sky clouding up Steering course S.W. by S. Crew Variously employed

Middle Part light and unsteady winds from E.N.E. smooth sea sky cloudy and damp Steering course S.W.

Leatter Part light and unsteady winds in force and direction hauling to the N.E. Sky clearing up smooth sea employed slushing down fore and main mast Steering S by W. pump Vessel every two hours so ends this 24 hours

course S.S.W. Lat  $26^{\circ}18'$  S. Lon  $13^{\circ}07'$  W.



Remarks On Board Schooner Francis Alyn of  
Thursday Oct ~~17~~<sup>18</sup> 1894

This 24 hours first Part comes in with  
with light winds and clear weather from  
the Nod smooth sea employed setting  
up Head Gear steering a course S by E.

Middle Part wind freshening coming in  
strong squalls and hauling the Wd some  
sea coming from the Swd Sky cloudy  
and damp 10 P.M. took in Main top Sail  
wind generally freshening 3 A.M. took single  
reef in main sail raining steadily  
steering full and By

Leatter Part fresh wind coming in  
strong squalls from S.W. with rain  
showers heavy cross sea 5 A.M. took single  
reef in fore sail wind hauled suddenly  
to the Swd wore ship and come around  
on the other tack 9 A.M. wind moderates  
stops raining Sky lighting up turned out  
reefs from fore and main sail steering  
full and By pump Vessel every two  
hours to end this 24 hours

Course S by W. Lat  $27^{\circ}00'$  S. Lon  $171^{\circ}17'$  W.

Friday Oct ~~17~~<sup>18</sup> 1894

This 24 hours first Part light winds  
from the Swd coming in fresh squalls  
at times Sky over cast with clouds  
sea more smooth steering full and  
By crew variously employed



1898

New Bedford Marse Capt Joseph J. Fuller Master  
 Middle Part wind freshening from the S.W. coming in strong squalls with rain showers 6 P.M. single reefed the Fore and Main Sail Midnight blowing strong close reefed the main sail wind hauled to S. S. W. 3 A.M. wind increasing to fresh Gale close reefed the Fore <sup>Sail</sup> wore ship steering full and By heavy High seas from S. S. W. Vessel making more water Sky over cast with flying clouds Latter Part fresh Gale continues to blow from S. S. W. coming in strong squalls with rain showers 6 A.M. had a heavy squall of wind and rain lowered Main Sail down and hauled it down untill squall was over High sea running from S. S. W. 9 A.M. took in it and Main sail corrects the wind heading S. E. of to S. S. E. Sky over cast with flying clouds. Pump Vessel every hour so ends this 24 hours

Course W. S. W. Lat  $27^{\circ}12' S.$  Lon  $14^{\circ}53' W.$

Saturday Oct <sup>the</sup> 20. 1898

This 24 hours first Part Gale continues to blow from S. S. W. with heavy sea running S. S. W. Sky over cast with flying clouds still laying to the wind heading S. E. of to S. S. E. under Fore Stay Sail and close reefed Fore Sail As seen Variously employed

Middle Part Gale moderates a little blowing strong from S. S. W. with heavy sea S. S. W. Vessel a combination of Pitch and roll both deep but easy 1 A.M. moderates sea a little more regular set two reefed Main Sail Sky over cast with dark heavy clouds and raining at times Steering full and By



Remarks On Board Schr. Francis Allen of  
 Latter Part fresh winds S.W. coming  
 in heavy squalls at times with heavy sea  
 S.W. 7 A.M. wind hauled suddenly to S.E. &  
 set of it and wore ship come around on  
 Starboard tack sea going down motion of  
 Vessel more easy Sky Partly over cast  
 with clouds 8 A.M. saw a Vessel Bearing  
 N.W. Standing to the Swell and Ewd  
 Steering full and By pump Vessel every  
 hour so ends this 24 hours

No Observation

Sunday Oct <sup>th</sup> 21. 1894

This 24 hours first Part fresh winds  
 coming in strong squalls from S.E. &  
 sea running down gradually clear Sky  
 at times Partly over cast Steering full  
 and By crew Various employed

Middle Part wind moderating from  
 S.E. & coming in fresh squalls at times  
 Sky cloudy Midnight wind light Heavy  
 swell on Vessel rooting and sails  
 slatting heavily shook 1 reef from Fore  
 Sail 3 A.M. started rip in main Sail  
 lowered it down to repair 5 A.M. set  
 main Sail turned out all reefs set  
 flying of it Steering full and By employed  
 repairing new main Sail pump Vessel  
 every 2 hours so ends this 24 hours

Leon Latter Part light winds from  
 S.E. and calm at times clear Sky and warm  
 Heavy swell on Vessel rooting deeply employed  
 repairing new main Sail Pump Vessel  
 every two hours so ends this 24 hours

Course N. S. W. Lat 27° 25' S Lon 13° 30' W.



1894

New Bedford Mass Capt Joseph B. Fuller Master  
Monday Oct ~~the~~ 22.. 1894

This 24 hour first Part comes in with calm and clear sky Heavy swell on Vessel rolling deeply 1 P.M. lowered Fore sail down ~~the~~ drifting about 4 P.M. finished Bending new main sail crew Variouslly employed.

Middle Part continues to calm all throughout the watch some swell on Fore from the Wind Sky clear and starlight

Latter Part light breezes and pleasant weather from the Wind and calm at times Set main sail Fore sail and Tying it employed Breaking out plow unbenting old Fore sail and Bending New ore pump Vessel every two hours Steering a course S by W. so ends this 24 hours

Course S. Lat  $27^{\circ}41'S$ . Lon  $13^{\circ}28'W$

Tuesday Oct ~~the~~ 23.. 1894

This 24 hour first Part comes in with light breezes and pleasant weather from N.W. 1 P.M. hebbed over Steering S by E. Sky clear and warm smooth sea crew Variouslly employed

Middle Part light winds steady in force and direction from N.W. cloudy sky smooth sea Steering course S.S.E.

Latter Part light winds from the Wind coming in moderate squalls with light rain and fog showers Sky Partly over cast with clouds smooth sea 7 A.M. wind hebbd to N.W. hebbed over Steering course S.S.W. all sail pump Vessel every two hours so ends this 24 hours

Course S.S.E. Lat  $28^{\circ}01'S$ . Lon  $14^{\circ}47'W$



Remarks On Board Sch<sup>r</sup> Francis Lilly of  
Wednesday Oct<sup>r</sup> ~~the~~ 24. 1894

This 24 hours first part comes in with light N.W. by winds steady in force and direction smooth sea sky clear and warm steering a course S.S.W. crew variously employed

Middle Part light winds N.W. steady in force and direction smooth sea sky cloudy and damp mid night wind hauling to the E. at 3 A.M. gibbed over steering S.S.W.

Latter Part light Variable winds from all around the compass and calm at times thick fog and rain showers smooth sea steering course S.S.W. pump Vessel every two hours so ends this 24 hours

No Ab2

Thursday Oct<sup>r</sup> ~~the~~ 25. 1894

This 24 hours first Part comes in with light Variable winds from all around the compass and calm at times thick fog and rain showers 2 P.M. light wind S.S.E. gibbed over steering S.W. by S. smooth sea crew variously employed

Middle Part light winds S.S.E. steady in force but unsteady in direction stops raining sky lighting up 11 P.M. wind hauled to W.S.W. gibbed over steering S. some sea S.W.

Latter Part wind coming in fresh squalls from W.S.W. sky over cast with flying clouds 10 A.M. wind strong took <sup>in</sup> top sail and fly gib took 1 reef in main sail steering full and by pump Vessel every two hours so ends this 24 h  
Course S by E Lat 31° 40' S Long 135° 4' W



New Bedford Mass Capt Joseph J. Fuller Master 1894  
Friday Oct ~~the~~ 26.. 1894

This 24 hour first Part comes in with light winds from the Wnd coming in fresh squalls at times Sky Partly over cast with flying clouds some sea from the Wnd steering a course S. S. E. crew Variousl<sup>y</sup> employed

Middle Part fresh winds at times coming in heavy squalls from the Wnd heavy sea W. Sky Starlight between the squalls steering full and By 5 P.M. Det<sup>d</sup> by Jib 6 P.M. correct away Jib Jib sheet and took it in

Leatter Part fresh winds coming in strong squalls at times from the Wnd with heavy sea W. 5 A.M. took single reef in Fore Sail Sky clear at times steering full and By pump Vessel every hour so ends this 24 hour course S by 6 1/2 E. Lat 32° 52' S. Lon 130° 5' W.

Saturday Oct ~~the~~ 27.. 1894

This 24 hour first Part comes in with wind moderating W by S more steady in force sea a little more smooth blue Sky and clouds steering full and By crew Variousl<sup>y</sup> employed

Middle Part light winds unsteady in force and direction from W. S. W. some sea from the Wnd Sky clear and Starlight 11 P.M. wind light turned reef out of Fore Sail steering full and By

Leatter Part light wind W. N. W. steady in force but unsteady in direction Clear Sky at Daylight made all sail employed <sup>8 1/2 m. saw a ship to the W. and heading to the S. and</sup> breaking out meat and Water wind freshening towards end of watch steering a course S. S. W. pump Vessel every hour so ends this 24 hour course S. S. E. Lat 33° 43' S. Lon 122° 9' W.



Remarks On Board Sch Francis Lilly of  
 Sunday Oct ~~the~~ 28.. 1894

This 24 hours first part comes in with  
 Wind freshening from N.W. 1 P.M. took in  
 Main Top Sail Sky dark cloudy and damp  
 some sea coming from N.W. Steering a course  
 S.S.W. Crew Various employed

Middle Part wind freshens N.W. Steady  
 in force and direction rough sea N.W.  
 6 P.M. took Single reef in Main Sail Sky  
 dark cloudy and damp Vessel making  
 more Water Steering course S.S.W.

Latter Part wind moderates W.N.W.  
 coming in thick foggy and rainy sea more  
 smooth 10 A.M. wind hauled to the Wrd  
 Steering S.S.W. pump Vessel every hour  
 so ends this 24 hours

Course S. No Obs

Monday Oct ~~the~~ 29.. 1894

This 24 hours first Part comes in with  
 light winds W.S.W. foggy and rainy 4 P.M.  
 wind hauling back to the Wrd calm  
 at times smooth sea Steering course  
 S.S.W. Crew Various employed

Middle Part wind freshens W. coming in  
 strong squalls 6 P.M. took in 1/2 of it took 1 reef  
 in Fore Sail Sky clearing up and Starlight  
 Midnight wore ship and laid a back for Daylight  
 Heading N.N.W. of to N some sea from the Wrd

Latter Part fresh squalls of wind from W.N.W.  
 some sea 4 A.M. saw the Island Tristan Da Cunha  
 bearing S.W. about 35 miles distant wore ship and  
 made sail Steering S.W. some sea on 11 A.M. wind  
 strong W by N took in 1/2 of it took 1 reef in Main  
 sail tacked ship steering full and by pump  
 Vessel every two hours so ends this 24 hours



1894

New Bedford Mass Capt Joseph J. Fuller Master  
Tuesday Oct ~~the~~ 30., 1894

This 24 hours first Part comes in with strong winds W.N.W. coming in strong squalls some sea sky clear Vessel beating around the Island toward landing Place 3 P.M. Moderates set & flying jib crew Variously employed

Middle Part light winds W.N.W. steady in force and direction 3 P.M. shook reef from Main Sail 10 P.M. took in fly jib took 1 reef in Main Sail tacked ship and laid a back heading W.N.W. the Island bearing S.S.W. sky clear and starlight

Latter Part light winds unsteady in force and direction from W.N.W. Daylight made Sail standing in towards the land 8 A.M. Boat went on shore to get recruits sky dark cloudy and rainy heavy swell on wind freshening still laying to of the Island pump Vessel every hour so ends this 24 hours

Wednesday Oct ~~the~~ 31., 1894

This 24 hours first Part comes in with fresh wind from N.W. coming with rain rough sea 3 P.M. Boat came aboard wind blowing strong Wove ship steering E. by S. raining steadily crew Variously employed

Middle Part strong wind N.W. steady in force and direction Heavy sea from N.W. 6 P.M. took in fly jib and close reefed the Main sail raining steadily steering course E. by S.

Latter Part light winds N.W. stops raining at Daylight set fly jib turned 1 reef out of Main Sail some sea on employed Breaking out Bread Vessel still making Water pump every hour so ends this 24 hours Blue sky and clouds steering E.S.E.

Course E.N.E. Lat  $36^{\circ}42'S$ . No Log



Remarks On Board Sch. Francis Glyn of  
Thursday Nov ~~the~~ 1.. 1894

This 24 hours first Part comes in with light winds unsteady in force and direction from W.N.W. Sky dark cloudy and damp some sea 4 P.M. more rain showers Steering course E. Crew Variously employed

Middle Part light wind N.N.W. Steady in force but unsteady in direction raining steadily smooth sea Steering course E. S. E.

Latter Part light wind unsteady in force and direction from N.N.E. smooth sea 8 A.M. rain coming more in showers Sky lighting up at times employed breaking out & lower Steering course E. S. E. pump Vessel every hour so ends this 24 hours

Course E. by N. Lat  $36^{\circ}40'S$  Lon  $07^{\circ}19'W$

Friday Nov ~~the~~ 2.. 1894

This 24 hours first Part comes in with fresh wind coming in strong squalls from the N.W. 2 P.M. took 2nd reef in Main Sail Wind hauled suddenly to the W.N.W. got over Steering S. E. by E. Crew Variously employed

Middle Part wind moderating W. S. W. unsteady in force and direction some sea 6 A.M. shook 1 reef out of Main Sail steering E. S. E.

Latter Part light winds S. W. unsteady in force and direction calm towards end of watch made all sail Steering S. E. by E. Sky clear and pleasant long heavy swell N. E. pump Vessel every hour so ends this 24 hours

Course E. Lat  $36^{\circ}36'S$  Lon  $08^{\circ}15'W$



New Bedford Mass Capt Joseph J. Fuller Master  
Saturday Nov ~~the~~ 3<sup>rd</sup> 1894

This 24 hours first Part comes in calm  
Vessel rooting on heavy swell and sails slatting  
heavily 1 P.M. light breeze springing up N.E. by E.  
gibbed over Steering full and By Sky clouding  
up Crew Variously employed

Middle Part fresh winds N.E. by E. steady in  
force and direction 6 P.M. took in Main top sail  
raining steadily all through the watch smooth  
sea 2 A.M. wind became light from N.W.  
Steering S.E. by E.

Latter Part light winds N.W. unsteady  
in force and direction calm at times 7 A.M.  
stop raining Sky clearing up some swell  
on 10 A.M. wind W. gibbed over Steering E. by S.  
Meridian set Main top sail pump Vessel  
every hour so ends this 24 hours

Course E. by S. Lat at 36° 30' S. Lon 08° 50' W.

Sunday Nov ~~the~~ 4<sup>th</sup> 1894

This 24 hours first Part light winds W.S.W.  
steady in force but unsteady in direction  
Sky clear and pleasant smooth sea 4 P.M.  
gibbed over wind W.N.W. Steering E.  
Crew Variously employed

Middle Part light winds steady in force  
and direction from W.N.W. smooth sea Sky  
clear and starlight Steering course E.

Latter Part Pleasant wind and fair  
weather from W.N.W. smooth sea all sail  
set Steering course E pump Vessel  
every hour so ends this 24 hours

Course E. N. E. Lat at 35° 48' S. Lon 0128° 30' W.



Remarks On Board Schr Francis Cullen of  
Monday Nov ~~the~~ 1<sup>st</sup> 1894

This 24 hours first Part Pleasant  
winds and fine weather from W.N.W.  
smooth sea steering course to Crew  
variously employed

Middle part light wind steady in force  
and direction from N.W. Sky clear and  
starlight smooth sea steering course E.

Latter Part pleasant wind and fine  
 weather from W. N. W. sea smooth all sail  
 set steering course E. employed repairing  
 pumps pump Vessel every hour so ends  
 this 24 hours

Course E.N.E. Lat  $35^{\circ}00'S.$  Lon  $00^{\circ}21'E.$

Tuesday Nov <sup>the</sup> 6 1894

This 24 hours first part light winds  
from the W. & W. S. W. in force and direction  
2 P.M. wind hauling to N.W. smooth sea  
sky over cast with flying clouds steering  
course E. by N. crew variously employed

Middle Part light wind from the Wnd  
Steady in force but unsteady in direction  
3 P.M. gibbed over steering E. S. E. smooth sea sky  
partly over cast with clouds 10 P.M. wind  
hauled to W. N. W. gibbed over steering E.

To after Part pleasant breezes and fine weather from N. W. clear and warm smooth sea. All sail set & steering course E by N. pump Vessel every hour & ends this 24 hours.

Course N. E. by E. Lat  $34^{\circ} 22'$  Lon  $02^{\circ} 15'$  E.



1894

New Bedford Mass left Joseph H. Fuller Master  
Wednesday Nov <sup>the</sup> 7. 1894.

This 24 hours first Part comes in with light winds and pleasant weather from N.W. by W. some swell coming from N.W. 4 P.M. Sky clouding up Steering course E by N. Crew variously employed

Middle Part wind freshens W.N.W. coming in squalls and unsteady in direction Heavy swell from the Wnd 10 P.M. wind hauled to the Wnd gibbed over Steering course E.S.E.

Latter Part fresh winds S.W. pitfull and squally in force but carrying all sail Sky clearing up Heavy swell S.S.W. Steering a course E.S.E. pump Vessel every hour so ends this 24 hours

Course E.N.E. Lat  $33^{\circ}28'S.$  Lon  $08^{\circ}12'E.$

Thursday Nov <sup>the</sup> 8. 1894

This 24 hours first part light winds S.W. coming in fresh squalls at intervals Heavy swell on Sky clear and pleasant Steering a course E.S.E. Crew variously employed

Middle Part light winds from the S.W. unsteady in force and direction heavy swell S.W. 11 P.M. wind dropped off to calm Vessel rocking and sails slatting heavily Sky over cast with clouds 1 P.M. light wind S. by W. Steering E. by S.

Latter Part light variable winds from all around the compass 6 A.M. calm Vessel rocking deeply on heavy swell lowered down fore and main sail at 8 A.M. employed Breaking out Water Sky clear and warm Set fore and main sail at Meridian with light breeze N.E. Vessel making more Water pump Vessel every hour so ends this 24 hours Steering S.E. by E. all sail set  
Course E by N. Lat  $33^{\circ}19'S.$  Lon  $06^{\circ}19'E.$



Remarks On Board Schs Francis Clyn of  
Friday Nov <sup>the</sup> 9.. 1894

This 24 hours first part comes in with light breeze and fine pleasant weather from E.N.E. some swell on. Steering a course E.S.E. crew Variously employed

Middle Part light wind from the N.W. steady in force but unsteady in direction smooth sea sky clear and moon light

During A.E. by E 10 P.M. wind hauled N.N.W.

Latter Part light steady breeze in force and direction from N.N.W. sky pleasant warm all sail set Steering S.E. by E. Vessel making more water pump every One hour so ends this 24 hours

Course E. 1/4 N. Lat 33.12' S. Lon 87 4 1/2' E.

Saturday Nov <sup>the</sup> 10.. 1894

This 24 hours first Part a light steady breeze in force and direction from N.N.W. sky over cast with flying clouds some swell on N.N.W. Steering a course S.E. by E. crew Variously employed

Middle Part fresh wind steady in force but unsteady in direction from N.W. heavy swell N.W. 11 P.M. wind freshens took in main top sail sky clouding up rain and fog showers toward end of watch during A.E. 1/2 E.

Latter Part wind moderates a little from N.W. Set main top sail 9 A.M. took in main top sail wind coming in strong squall with thick fog and rain showers from W.S.W. heaved over Steering S.E. Mercian stops raining sky clearing up pump Vessel every One hour so ends this 24 hours

Course E. 1/2 S. Lat 33.32' S. Lon 120 8 1/2' E.



New Bedford Mass. Capt Joseph J. Fuller Master 1894  
 Sunday Nov the 11.. 1894

This 24 hours first Part fresh wind W.S.W. coming in strong squalls Heavy sea running from S.W. Sky over cast with flying clouds 4 P.M. wind Strong took 1 reef in Main Sail Steering S.E. by E. Crew Various employed

Middle Part Strong wind W.S.W. coming with squalls at intervals with High Sea running S.W. Sky clear and moon light 11 P.M. Wind hauled to S.W. Steering S.E. by E.

Le. after Part Wind moderating from S.W. unsteady in force but steady in direction sea running down gradually 7 A.M. shook reef from Main Sail set Main Top Sail Sky clear and pleasant Steering S.E. by E. Vessel still leaking badly pump every One hour so ends this 24 hours

Course E. 1/4 S. Lat 33° 37' N. Lon 15° 10' W.

Monday Nov the 12.. 1894

This 24 hours first part light Winds unsteady in force but steady in direction Vessel Rolling Heavily on heavy swell Sky over cast with flying clouds Steering Course S.E. by E. Crew Various employed

Middle Part light Winds unsteady in force and direction from S.S.W. Short choppy sea Sky clear and moon light steering pull <sup>and</sup> By

Le. after Part light Winds S. by W. unsteady in force and direction smooth sea Sky clear and pleasant All Sail set set Vessel leaking 6 to 8 Strokes an Hour Steering pull and By pump Vessel every One hour so ends this 24 hours

Course E. 1/4 N. Lat 33° 36' N. Lon 16° 5' W.



Remarks On Board Schooner Francis C. Lynn of  
Tuesday Nov ~~the~~ 12. 1894

This 24 hours first part Wind freshens S.S.W. steady in force and direction Sky clear and pleasant short choppy sea Steering full and By crew Variouslly employed

Middle Part Strong wind coming in squalls at times from S.S.W. took in top sail 6 P.M. took single reef in Fore and main sail took in flying Jib. Heavy cross sea S.W. 10 P.M. saw Dassen Island Light bearing S.E. 1 P.M. Wore ship and come on the other tack steering full and By Sky clear and Moon light wind slightly moderating during Watch. Latter Part wind moderating a little coming in strong squalls from S.S.W. heavy sea S.W. 5 A.M. Wore ship Sky over cast with flying clouds 10 A.M. saw Cape of Good Hope bearing S. distant about 60 miles wind moderating at times turned reef out of fore sail Vessel beating up the land towards the Cape pump Vessel every hour so ends this 24 hours

Wednesday Nov ~~the~~ 13. 1894

This 24 hours first part comes in with Wind freshening from S.S.W. coming in heavy squalls Heavy sea S.S.W. Sky over cast with clouds 1 P.M. took reef in Fore sail 4 P.M. Wore ship steering full and By Vessel making more Water 720 strokes an hour crew Variouslly employed

Middle Part Wind slightly moderating during watch from S.S.W. Sky clear and Moon light 1 A.M. Wore ship and stood off shore Dassen Island Light bearing N.E. about 15 miles distant steering full and By



New Bedford Mass Capt Joseph J. Fuller Master 1894

Fore Part Wind becomes light from S.W. smooth sea at Daylight made all Sail 8 A.M. coming in thick fog with Wind to the West 9 A.M. got up and Bent on Cables 10 A.M. Wind hauled to S.W. by S. fog clearing up Sky clear and pleasant employed breaking out 5 ton Vessel heating up the land towards the Cape Making more water pump every hour so ends this 24 hours

Thursday Nov ~~the~~ 15. 1894

This 24 hours first part comes in with light Winds and fine weather from S.W. by S. smooth sea Steering full and By crew variously employed

Middle Part light Variable Wind from all around the compass and calm at times Vessel rolling and sails slatting heavily Sky clear and moon light 1 P.M. had a sudden squall of strong Wind from S.W. carried away buck rope on main top Sail 2 A.M. calm throughout the Watch

Fore Part continues to be calm and warm clear Sky light wind S.W. Vessel Steering in to Table Bay leaking badly 10 A.M. came to Anchor in Table Bay in 5 fathoms of Water let go Port Anchor, paid out 30 fathoms of chain smooth sea pump Vessel every hour so ends this 24 hours



Remarks On Board Sch<sup>t</sup> Francis. Allen of  
Friday Nov<sup>r</sup> ~~the~~ 16. 1894

This 24 hours first part comes in with  
with light wind S.E. clear and warm  
smooth sea in the Bay employed repairing  
sails

Middle Part calm and warm smooth sea  
Sky clear and moonlight 8 P.M. Set the three  
Boats crews Watches

Latter Part comes in with light wind  
from the E and calm at times Sky clear  
and warm smooth sea Vessel leaking 800  
strokes an hour pump Vessel every hour Still  
laying at anchor employed taking in flying  
Jib Boom and repairing main top Sail so  
ends this 24 hours

Saturday Nov<sup>r</sup> ~~the~~ 17. 1894

This 24 hours first part comes in calm  
and warm clear sky smooth sea employed  
putting Stern Boat over board and repairing  
main top Sail 3 P.M. light wind from S.E.

Middle Part light Wind S.E. and calm  
at times smooth sea Sky clear and moon-  
light 8 P.M. Set the Anchor Watches

Latter Part calm and warm clear  
sky employed breaking out main hatch  
Light wind coming from S.E. Meridian  
insurance agents came on Board to hold survey  
pump Vessel every hour so ends 24 hours Still  
laying at anchor

Sunday Nov<sup>r</sup> ~~the~~ 18. 1894

This 24 hours first part comes in with  
light and unsteady Wind from W. 1 P.M.  
hove up anchor and towed alongside of dock  
employed breaking out main hatch and moving  
Boats Sky clear and warm



1894

New Bedford Mass Capt Joseph J. Fuller Master

Middle Part clear and calm throughout with  
8 P.M. Set the anchor watches Vessel not making  
so much Water

Later Part. Calm clear sky and warm.  
7 A.M. Sky clouding up fresh Westery Wind.  
Still laying along side of dock pump Vessel  
every hour so ends this 24 hours

Monday Nov ~~the~~ 19.. 1894

This 24 hours first part comes in with fresh  
Westery Wind Sky over cast with flying clouds  
and clear at times crew Variously employed

Middle Part light wind from the Wnd  
unsteady in force and direction Sky clear  
and Moon Light 8 P.M. Set the Watches for  
the Night

Later Part fresh wind from  
S.E. 10 A.M. hauled Vessel up to end of Slip to  
go on the Ways Sky over cast with clouds ends  
this 24 hours

Tuesday Nov ~~the~~ 20.. 1894

This 24 hours first part wind freshening  
S.E. 2 P.M. hauled Vessel up on the Ways Sky  
over cast with clouds Variously employed  
Later part wind light and calm at 11 A.M. squalls of  
rain bookeers and carpenters to work on the schooner  
Bottom so ends ~~this~~ 24 hours

Wednesday Nov ~~the~~ 21.. 1894

This 24 hours first part wind S.E. fresh in force  
at times squalls of rain still lying on the slip  
workes at work on the schooner crew Variously employed  
at 8 P.M. set watches. Middle part wind NW calm  
Later part wind and weather same as middle part  
so ends this 24 hours



Remark On Board ship Francis Allyn of New  
Thursday Nov <sup>th</sup> 22 1894

This 24 hours first part wind NW light in force and at times sky overcast crew variously employed and the bookeers and carpenters to work on schooner Middle and latter part rain and fresh wind NW at 8 Pm set watches so ends

Friday Nov <sup>th</sup> 23 1894

This 24 hours first part wind strong NW and accompanied with rain still on the slip bathers and carpenters to work on schooner crew variously employed Horace & Grant Timothy Fields on shore over forty eight hours Middle part wind SW and rain and strong winds latter part sky clear at times so end this 24 hours

Saturday Nov <sup>th</sup> 24 1894

This 24 hours first part wind SE strong in force and sky clear still on the slip bathers and carpenters to work on schooner crew variously employed 4 Pm set watches Middle part wind SE strong at 8 Pm ~~set~~ more moderate latter part wind and weather same so end this 24 hours

Sunday Nov <sup>th</sup> 25 1894

This 24 hours first part wind SE strong in force and clear schooner still lying in the slip ~~the~~ crew variously employ bookeers and carpenters to work on the the schooner at 8 Pm set watches.

Middle part At 12 O m came off the slip and bathers and carpenters finishing came to anchor in the Bay John Phipps & Jose Raza & Frederick Williams & John Watson Jose Gomes & Peter & Evans runaway

Latter part wind light and calm so ends this 24 hours



Bedford Mass Capt Joseph J Fuller Master 1894  
 Monday Nov <sup>th</sup> 26 1894

This 24 hours first part wind all around the compass and calm clear sky variously employed at 7 P M tried the pumps making no water at 8 P M set the watch. Middle part light wind N W and cloudy sky.

Latter part wind light in force from N W clear at 10 A M tried the pumps vessel tight employed setting up head stays and getting out flying jibboom so and this 24 hours lying in Cape Town

Tuesday Nov <sup>th</sup> 27 1894

This 24 hours first part wind N W light in force and clear employed setting up head stays at 8 P M set watch

Middle part wind freshen up from W N W and cloudy sky

Latter part wind same as preceding Watch employed getting ready to take in water and putting over the steam Boat so and this 24 hours still lying in Cape Town

Thursday Nov <sup>th</sup> 28 1894

This 24 hours first part wind W and light in force clear sky at 1 A M 4 men came on board that had shipped employed taken in water at 8 P M set the watch, middle part wind fresh from W and Latter part wind same employed getting ready for sea Jose from rain away ship one man in his place all ready for sea at 4 P M came in thick fog and rain and strong wind from N so and this 24 hours still lying in Cape Town



Bernard on Board ship Francis Allen

Friday Nov<sup>th</sup> 29 1894

This 24 hours first part wind WNW strong in force and squall of fog and rain crew variously employed at 8 Pm set watch  
Middle part wind strong and heavy sea running into the bay accompanied with rain still being at anchor wind bound

Latter part wind WNW light in force and steady in direction at 10 A m got under way and working out of Table Bay tried the pumps vessel tight so end this 24 hours all sail set

Saturday Nov<sup>th</sup> 30 1894

This 24 hours first part wind WNW light in force and steady in direction heavy NW sea and clear steering full and by crew employed getting things snug at 4 Pm set the watches

Middle part wind NW light in force and steady clear sky steering full on by with all sail set

Latter part wind W light in force coming in light squalls steering NW by N so end this 24 hours pump ship vessel tight

hours W<sup>1</sup>/<sub>2</sub> S Lat 33.55.5 Lon 17.26.15.8

Sunday Dec<sup>th</sup> 1 1894

This 24 hours first part wind W light in force steady in direction clear sky head sea steering NW by N crew variously employed see two ships one standing Wward and SE

Middle part wind light in force from WNW and steady in direction all sail set

Latter part wind WNW and steady in direction at 11 A m wind freshen steering S by W all sail set pump ship every twelve hours vessel tight so end this 24 hours



of New Bedford Ma Joseph J. Phillips - Master 1894  
Monday Dec 17<sup>th</sup> 1894

This 24 hours first part wind WNW strong in force steady in direction heavy WNW sea clear sky steering S by W crew variously employ all sail set

Middle part wind W clear sky some head sea ~~at times squalls~~ coming light squalls all sail set so one ship standing S E

Latter part wind S W and fresh in force and unsteady in direction steering S by W with all sail set pump ship vessel tight so end this 24 hours no obs

Course S E by E Lat-37.50 S Lon 19.34.30 E

Tuesday Dec 18<sup>th</sup> 1894

This 24 hours first part wind WNW strong in force not steady in direction sky overcast at times steering S by E with heavy sea on the quarter crew variously employed

Middle part wind S W strong in force and steady in direction coming rain squalls at 8 P M took two reefs in mainsail took in Flying Jib heavy sea steering S E at 11 P M put one reef in Foresail

Latter part wind more moderate with light squalls of rain at times clear sky steering S E by S pump ship every four hours vessel tight so end this 24 hours

Course S E 3/4 E Lat-39.09 S Lon 21.54.15 E

Wednesday Dec 19<sup>th</sup> 1894

This 24 hours first part wind S W fresh in force and steady in direction heavy sea at time clear under short sail steering S E by S crew variously employed. Middle part wind S W moderate in force

at 8 P M turned out the reefs from Foresail set Flying Jib

Latter part wind WNW fresh in force all sail set pump ship vessel tight so end this 24 hours

Course E by S Lat-39.32 S Lon 25.12.30 E



Remarks On Board Sch Francis Allen of New  
 Thursday Dec 4<sup>th</sup> 1894

This 24 hours first part wind N<sup>W</sup> fresh in force and steady in direction smooth sea and clear steering S<sup>E</sup> by S all sail set crew variously employed

Middle part wind W<sup>NW</sup> strong in force steady in direction sky overcast with clouds 1 P<sup>M</sup> gybed over steering S<sup>SE</sup> took in gaff topsail

Latter part wind W strong in force and steady. heavy sea took one reef in mainsail pump ship vessel tight so end this 24 hours

Course S<sup>E</sup> by E Lat 40 54 S Lon 28 46 30 E

Friday Dec 5<sup>th</sup> 1894

This 24 hours first part wind W strong in force and steady in direction heavy sea sky clear at times steering S<sup>SE</sup> at 1 P<sup>M</sup> put in second reef in mainsail Chas Smith took John Palmer had fight. Middle part wind more moderate but heavy sea from S<sup>W</sup> clear sky under short sail

Latter part wind W light in force unsteady in direction clear sky heavy sea sails slatting heavy at daylight made all sail crew variously employed pump ship vessel tight so end this 24 hours

Course S<sup>E</sup> by E Lat 41. 57 S Lon 30. 29. 30 E

Saturday Dec 6<sup>th</sup> 1894

This 24 hours first part wind N<sup>W</sup> light in force unsteady in direction heavy sea and clear sky sails slatting heavy at times crew variously employed steering S all sail set

Middle part wind N and strong in force steady in direction and the sea running down some clear sky at times steering S<sup>E</sup> by S all sail set

Latter part wind N and strong in force steady in direction sea from S<sup>W</sup> thick cloudy weather rain squalls at times took in gaff topsail took two reefs in mainsail pump ship vessel tight so end this 24 hours

Course S<sup>E</sup> by E & E no obs no obs



Bedford Mass Capt Joseph J Keller Master 1894  
 Sunday Dec <sup>th</sup> 9 1894

This 24 hours first part wind WNW strong in force unsteady in direction some SW sea running thick rain storm under two reef mainsail steering SSE crew variously employed at 5 PM heavy squalls of wind and rain took in flying jib and mainsail and set storm staysail

Middle part strong wind SW and heavy squalls of snow heavy sea steering SSE under short sail at 9 PM took in jib

Latter part strong gale SW steady in direction and accompanied with squalls of rain and snow heavy sea steering SSE running under short sail pump ship vessel tight so end this 24 hours  
 hours SSE Lat 44.30.5 Lon 36.39.45 E

Monday Dec <sup>th</sup> 10 1894

This 24 hours first part wind SW blowing strong gale accompanied with squall of rain heavy sea sky overcast with dark heavy rain clouds at times steering SSE under short sail

Middle part wind wind same as preceding four hours with heavy sea and heavy squall at 4 PM hove to under one reef Foresail and storm trysail heading NW of N crew variously employed at midnight more moderate sea running down some

Latter part wind WNW fresh in force and steady in direction accompanied with fresh squall at 4 AM gybed ship steering S by W under jib and forestaysail one reef Foresail and storm trysail at 7 AM took in trysail set mainsail at noon turned out one reef from mainsail some sea at times clear pump ship vessel tight so end this 24 hours

course S by E Lat 44.42.5 Lon 37.21.50 E



Remarks on Board Sch Francis Allen of New-  
 Tuesday Dec 11 1894

This 24 hours first part wind W fresh in force steady in direction and light squalls at intervals some sea and at times clear steering. SSW under short sail crew variously employed

Middle part wind W and fresh in squalls steady in direction heavy rough sea sky overcast with thick dark clouds under short sail

Latter part wind WNW moderate in force and steady in direction sea running down some steering SSW at 6 A M turned out all reef set flying jib gafftopsail pump ship vessel tight so ends this 24 hours all sail set

Cours SSW Lat 46 04 S Lon 37 54.30 E

Wednesday Dec 12 1894

This 24 hours first part wind WNW light in force not steady in direction sky clear at times sea not so heavy steering. SW by S crew variously employed at 3 P M see the Island of Prince Edward Baring SSW of 24 miles

Middle part wind N fresh in force and steady at 4 P M took in flying jib gafftopsail took reef in mainsail hove to for the night heading NNE

Latter part wind strong from N and thick dark weather and some sea at 5 A M kept off for the land at 7 A M came up with the land but could do nothing on account of strong and heavy sea at 11 A M strong wind NNE took in mainsail and jib set storm trysail hove to heading E of SSE pump ship vessel tight so end this 24 hours



Bedford Mass Capt Joseph J. Fuller Master 1894  
Thursday Dec <sup>15</sup>/<sub>11</sub> 1894

This 24 hours first part wind NNE strong gale and dark cloudy weather and heavy sea from NNE hove to heading E of SE crew variously employed at 3 Pm strong gale accompanied with heavy rain

Middle part wind NE blowing strong gale and heavy rain heavy sea from N still lying to under storm sails heading NE of E at 2 A M wind moderated and hauling around to board made more sail heading into the land

Latter part wind N light in force unsteady in direction at 7 A M made all sail beating into the land at 11 A M wind NNE strong heavy sea running pump ship vessel tight so end this 24 hours all sail set

Friday Dec <sup>16</sup>/<sub>11</sub> 1894

This 24 hours first part wind NNE strong in force and steady in direction heavy sea from N clear sky at 1 Pm took reef in mainsail took in flying jib still working to windward of the Island

Middle part strong gale NE accompanied with rain at 9 Pm had to keep of run around the south side of the Island and when got to end of Island hove to heading NE of E under short sail reef fore sail and main. ~~Spaid~~ the wind being NW

Latter part wind NW strong in force steady in direction and heavy squalls of wind and rain at times clear sky at 5 A M the wind moderated set the fore staysail the sea running down some at 8 A M came about heading. W set the jib steering full and by pump ship vessel tight so end this 24 hours



Remarks On Board the Francis Allen of New-  
 Saturday Dec<sup>r</sup> 15 1894

This 24 hours first part wind N<sup>W</sup> strong gale accompanied with squalls and heavy sea at times clear sky steering full and by at 7 P<sup>m</sup> heavy squall took in jib at 4 P<sup>m</sup> moderate set jib working to theeward crew variously employed

Middle part wind N<sup>W</sup> strong in force accompanied with squalls under short sails beating to windward re iceberg.

Latter part wind N<sup>W</sup> fresh in force and steady in direction heavy sea at 7 A<sup>m</sup> moderate set main sail beating to wind at noon wind clear sky noon wind light pump ship vessel tight so ends this 24 hours

Sunday Dec<sup>r</sup> 16 1894

This 24 hours first part wind N<sup>W</sup> light in force and steady heavy sea clear sky steering full and by under reefs foresail and mainsail

Middle part wind light from N<sup>W</sup> and steady in force and direction at 3 A<sup>m</sup> turned out the reef from mainsails foresail set flying jib steering full and by at 4 A<sup>m</sup> light rain squalls

Latter part wind N<sup>W</sup> light in force and steady in direction light squall of rain and smooth sea at 10 A<sup>m</sup> ~~handicraft~~ with the land two boats went on shore looking for seal pump ship vessel tight so end lying aback this 24 hours

Monday Dec<sup>r</sup> 17 1894

This 24 hours first part wind N<sup>W</sup> light in force steady in direction clear sky being aback at 2 P<sup>m</sup> boats came on board with 71 seal skins and at 3 P<sup>m</sup> the two boats went on shore again and at 7½ P<sup>m</sup> at dark came on board with 45 seal skins keep away for the other Island steering full wind by under all sail

Middle part wind N<sup>W</sup> light in force steady



Bedford Mass Capt Joseph J Fuller Master 1894  
direction at 11 AM wind same as preceding 4 hours sky  
overcast with clouds

Later part wind NE thick and squalls rain  
at 3 AM took in flying jib on account of strong  
wind and sea at 4 AM took in mainsail set try sail  
steering SE all crew employed cleaning seal skins  
pump ship vessel tight so ends this 24 hours

Tuesday Dec 11/94 1894

This 24 hours first part wind NE thick fog and  
rain strong wind and steady in direction sky  
overcast with clouds steering SE under short sail  
see two icebergs

Middle part wind of moderate in force steady  
in direction thick fog squalls sea going down some  
at 1 PM set mainsail and flying jib steering SE

Later part wind of fresh in force and steady  
accompanied with fog squalls under one mainsail  
employed drying seal skins at noon clear sky times  
see one iceberg pump ship vessel tight so ends this 24  
hours: course E by S  $1\frac{1}{2}$  S Lat 47. 13 S. Lon 42. 46. 30 E

Wednesday Dec 12/94 1894

This 24 hours first part wind of W fresh in force  
steady in direction clear sky at times smooth sea  
steering SE all sail set crew variously employed

Middle part wind WNW strong in force unsteady  
in direction accompanied with squall of rain and  
wind some sea steering SE all sail set

Later part wind of W strong in force and  
steady in direction some sea sky overcast with  
dark rain clouds steering SE at 7 AM wind  
more moderate and clear sky carrying all  
sail pump ship vessel tight so ends this 24  
hours

course E by N Lat 46 47 S Lon 46. 39. 30 E



Remarks on Board ship Francis Allen of New  
Thursday Dec<sup>r</sup> 20 1894

This 24 hours first part wind NW moderate in force and steady in direction - some sea clear sky steering by b all sail set crew variously employed

Middle part wind NW & and fresh in force steady in direction accompanied with thick rain at 10 A M took one reef in mainsail steering by b

Latter part wind N light in force not steady in direction thick rain & A M steering by b under short sail fore staysail foresail and Tysail 11 A M wind NW clear pump ship vessel tight so ends this 24 hours

Course by N Lat 46.18 S Lon 49.18.30 E

Friday Dec<sup>r</sup> 21 1894

This 24 hours first part wind WNW light in force and steady in direction clear sky steering by N under short sail crew variously employed 6 P M the Island of Bog came to for the night

Middle part wind WNW strong in force steady in direction accompanied with squall of rain still hove to heading N by N 2 A M keep of running by b

Latter part wind strong from WNW steady and accompanied with squalls & A M came up with Apostels Island hove to to strong wind to go on shore under short sail pump ship vessel tight so end this 24 hours.

Saturday Dec<sup>r</sup> 22 1894

This 24 hours first part wind WNW strong in force steady in direction at times squall of rain still lying aback of the Apostels islands crew variously employed

Middle part wind NW light force and steady in direction the sea running lower sky clear

Latter part wind light NW in force at times calm made all sail at 4 A M standing into the Apostels Islands at 7 A M two boats went on shore after seal at 11 A M wind & light in force came in thick and rain reef mainsail took in flying jib gaff topsail pump ship vessel tight so end this 24 hours



Bedford Mass Joseph J. Fuller Master 1894  
 Sunday Dec <sup>th</sup> 23 1894

This 24 hours first part wind & light in force steady in direction accompanied with rain sea smooth lying aback of the Apostels at 2 P M boats came on board got 28 seal at 3 P M standing over to Hog Island at 4 P M dropped of calm light rain squalls crew employed taking care of seal skins

Middle part wind N E light in force and calm thick fog with light rain lying aback of Hog Island

Latter part wind N E wind light most of the time and calm drifting under all sail at noon at Hog Island lying aback waiting for the fog to clear of pump ship vessel tight so ends this 24 hours

Monday Dec <sup>th</sup> 24 1894

This 24 hours first part wind N E light in force and unsteady in direction thick fog and calm at times lying aback heading to crew variously employed

Middle part wind N E light in force and at times calm thick fog still lying aback on two hours tasks waiting for clear weather

Latter part wind E light in force thick fog at times thick fog under short sail lying aback on two hours tasks waiting for clear weather pump ship vessel tight so ends this 24 hours

Tuesday Dec <sup>th</sup> 25 1894

This 24 hours first part wind E light in force and at times calm thick fog smooth sea lying aback of Hog Island waiting for clear weather crew variously employed

Middle part wind E light in force and steady thick fog at 11 1/2 P M fog lifted at Hog Island and Apostels Island rain

Latter part wind SE fresh in force and heavy rain heavy dark clouds keep away run to the Ward for Hog Island here to heading NW under foresail and Bysail pump ship vessel tight so ends this 24 hours



Remarks On Board scho Thomas Allen of New-  
Wednesday Dec<sup>r</sup> 26 1894

This 24 hours first part wind S fresh in force steady in direction sea making from S and dark heavy thick clouds and rain under short storm sails hove to heading S<sup>W</sup> crew variously employed at 6 P<sup>m</sup> haul down the gill

Middle part wind S<sup>W</sup> strong in force and unsteady dark heavy cloudy sky sea making from S<sup>W</sup> lying hove to heading W of W<sup>W</sup>

Latter part the wind W and fresh in force unsteady in direction and cloudy sky and heavy sea at 9 P<sup>m</sup> keep of heading S<sup>E</sup> for Hoof Island made all sail pump ship vessel tight so ends this 24 hours

Thursday Dec<sup>r</sup> 27 1894

This 24 hours first part wind W fresh in force unsteady in direction heavy S<sup>W</sup> sea clear sky steering S<sup>E</sup> for Hoof Island with all sail at 4 P<sup>m</sup> came up with the Island ran along the shore close in so nothing at 6 P<sup>m</sup> came up to Apostels Islands came on thick and strong breeze N<sup>W</sup> hove to under reef foresail and jib & try sail heading N

Middle part wind N<sup>W</sup> fresh in force and thick fog and light rain squalls under short sail

Latter part wind N<sup>W</sup> light in force steady direction at 3 A<sup>m</sup> made all sail beating up to Apostels so end this 24 hours pump ship vessel tight

Friday Dec<sup>r</sup> 28 1894

This 24 hours first part wind N<sup>W</sup> light in force and steady clear sky at 8 1/2 A<sup>m</sup> two boats went on shore and at 3 P<sup>m</sup> came on board with 16 seal skins keep away for East Island steering S<sup>E</sup> by S crew variously employed

Middle part wind light from N<sup>W</sup> and steady in direction at 11 P<sup>m</sup> came aboard and laying to hauled 2 A<sup>m</sup> when keep of under short sail and at 7 A<sup>m</sup> came up with E island

Latter part wind N<sup>W</sup> strong in force heavy sea could not land at 11 A<sup>m</sup> keep away fore Kerguelen Island steering S<sup>E</sup> with all sail so end this 24 hours pump ship vessel tight

Course S by S Lat 44 29 S Lon 52 56 45 E



Bedford Mass Capt Joseph J Muller Master

1894

Saturday Dec 29 1894

This 24 hours first part wind NW fresh in force and steady with heavy sea clear sky steering S by E all sail but reef mainsail crew variously employed

Middle part wind light in force from N and clear sky heavy NW sea at 8 PM gybed ship steering S by E midnight wind freshen all sail set

Latter part wind N fresh in force and steady in direction and dark cloudy sky sea running down from NW steering S by E with all sail set pump ship vessel light so ends this 24 hours. Course S by E Lat 47.02 N. Lon 56.15.15 E

Sunday Dec 30 1894

This 24 hours first part wind N fresh in force steady in direction clear sky some sea from NW steering S by E all sail set crew variously employed

Middle part wind NE strong in force steady in direction smooth sea and dark thick weather steering S by E all sail but reef mainsail

Latter part wind NE strong in force steady direction accompanied with thick fog and rain squalls and some sea at 5 AM took reef in foresail at noon wind keep increasing took in mainsail set staysail steering S by E pump ship vessel light so ends this 24 hours

Course S by E Lat 47.58 N Lon 60.16 E

Monday Dec 31 1894

This 24 hours first part wind NE strong in force steady in direction accompanied with thick rain squall and heavy sea steering S by E at 7 PM took in flying jib at 6 PM wind NE blowing gale took jib and staysail hove to heading E of S under reef foresail and staysail

Middle part wind same blowing strong gale and heavy rain at midnight wind NW slope rains still hove to heading N of NE schooner pitching heavy at times

Latter part wind NW strong gale and steady in direction at 6 AM wind more moderate keep away heading S by E under short sail clear sky heavy sea pump ship vessel light so end this 24 hours, Course S by E Lat 48.25 N Lon 62.35.30 E



Remarks In Board ship Francis Allen of New  
Tuesday Jan <sup>4<sup>th</sup></sup> 1 1895

This 24 hours first part wind NW strong in force steady in direction heavy sea clear sky steering by the wind under reef foresail and topsail two fib crew variously employed

Middle part wind NW fresh in force steady in direction at 10 Pm wind NW set mainsail flying fib dark overcast sky steering by the wind all sail set but reef mainsail

Latter part wind and weather same as preceding light hours steering by the wind sea some smoother pump ship vessel light so ends this 24 hours

bours by the wind Lat 48 51 8 Lon 66. 22. 31 E

Wednesday Jan <sup>5<sup>th</sup></sup> 2 1895

This 24 hours first part wind NW and strong steady in direction heavy sea clear sky at times steering by the wind at 3 Pm took in mainsail set topsail took in flying fib crew variously employed at 4 Pm wind NW fresh in force and steady the sea going down and dark cloudy sky under short sail steering by the wind

Middle part wind NW fresh in force steady in direction sea smooth at times steering by the wind at 7 Pm took in all sail but foresail and topsail hove to heading of NW 3 Pm kept of steering by the wind with all sail

Latter part wind N fresh in force steady in direction some sea and dark cloudy sky at times steering by the wind at 11 A M se rocky Bay steering by the wind for Cape Louis pump ship vessel light so ends this 24 hours

Thursday Jan <sup>6<sup>th</sup></sup> 3 1895

This 24 hours first part wind fresh in force from N and steady heavy NW sea and coming thick steering by the wind at 2 Pm came to anchor in Thunder Harbor wind being strong let go starboard and port anchor 60 fathoms and 50 fathoms on each

Middle part wind N strong in force and thick rainy weather at 8 Pm set anchor watch for the night

Latter part wind N and strong in force thick squally weather crew variously employed still lying in Thunder Harbor so ends this 24 hours



Bedford Mass Capt Joseph J. Miller Master 1895  
Friday Jan. 4<sup>th</sup> 1895

This 24 hours first part wind N strong in force steady in direction thick squally weather crew employed killing elephant at 3 Pm stop killing on account of rain bad weather

Middle part wind and weather same as preceding eight hours at 8 Pm set anchor watch

Latter part wind N strong in force and steady in direction accompanied with rain and thick so ends this 24 hours pump ship vessel light

Saturday Jan. 5<sup>th</sup> 1895

This 24 hours first part wind N strong in force steady in direction accompanied with rain crew variously employed

Middle part wind NW strong in force and accompanied with squalls of rain at 8 Pm set the anchor watch

Latter part wind NW strong in force steady direction and rain employed killing elephant so ends this 24 hours lying at anchor in Thunder Harbor

Sunday Jan. 6<sup>th</sup> 1895

This 24 hours first part wind NW strong in force steady in direction rain squalls crew employed killing elephant cooper setting up cask

Middle part wind NW squalls of rain and snow at 8 Pm set anchor watch

Latter part wind NW moderate in force and steady in direction cloudy employed killing elephants so ends this 24 hours lying at anchor in Thunder Harbor

Monday Jan. 7<sup>th</sup> 1895

This 24 hours first part wind NW moderate in force cloudy sky crew employed mooring schooner

Middle part wind NW light in force and dark cloudy weather at 8 Pm set anchor watch

Latter part wind N light in force and in direction cloudy sky employed killing getting of blubber so ends this 24 hours pump ship vessel light



Remarks on Board Schoo Francis Allyn of New  
Tuesday Jan <sup>th</sup> 8 1895

This 24 hours first part wind N light in force steady in direction and dark cloudy sky crew employed getting of Blubber and setting up cask

Middle part wind of fresh in force and cloudy at 4 Pm set anchor watch at 10 Pm strong winds N

Latter part wind light N and dark steady sky crew employ killing elephant and getting blubber along side so ends this 24 hours

Wednesday Jan <sup>th</sup> 9 1895

This 24 hours first part wind N light in force and thick heavy rain veriously employed

Middle part wind N light in force heavy rain Harbor full of ice 4 Pm set watch

Latter part wind NW light in force and thick rain weather employed landing sails so ends this 24 hours pump ship vessel tight

Thursday Jan <sup>th</sup> 10 1895

This 24 hours first part wind W light in force and clear weather crew employed getting the schooner ready to mince blubber and killing elephants.

Middle part wind W light and clear at 4 Pm set watch

Latter part wind N light in force and steady direction at 10 A M wind freshen in squalls employed mincing blubber and killing elephants getting it along side so ends this 24 hours

Friday Jan <sup>th</sup> 11 1895

This 24 hours first part wind N strong in force coming in rain squalls employed mincing blubber and killing elephants.

Middle part wind N strong force at 4 Pm set watch and cloudy sky

Latter part wind N light in force and thick fog employed boiling and mincing blubber and getting blubber from the shore so ends this 24 hours



Bedford Mass Capt Joseph J Fuller Master 1895  
 Saturday Jan <sup>12</sup> 1895

This 24 hours first part wind light from SE and thick fog employed boiling and mincing blubber two Boats crews shore killing elephant and getting it long side  
 middle part wind SE light in force at 8 Pm stop boiling and set the anchor watch

latter part wind SE light in force and rain at 7 A m stop raining employed boiling and mincing blubber killing elephant on shore foot getting it along side so ends this 24 hours

Sunday Jan <sup>13</sup> 1895

This 24 hours first part wind NE light in force accompanied with rain and thick fog employed boiling and mincing blubber killing on elephant on shore foot getting it long side

middle part wind SE light thick rain at 4 Pm stop boiling set the watch for the night

latter part wind SE light in force dark cloudy weather employed boiling mincing blubber boat went to shore foot killi boat load of blubber got it long side 11 A m came in thick and rain so ends this 24 hours

Monday Jan <sup>14</sup> 1895

This 24 hours first part wind NW light in force light rain thick employed Boiling and stowing down oil

middle part wind light SE thick and rain at 8 Pm stop boiling and stowing down set watch

latter part wind SE strong in force and dark cloudy sky employed mincing blubber untill 10 A m blowing heavy and rain stop work so ends this 24 hours

Tuesday Jan <sup>15</sup> 1895

This 24 hours first part wind SE blowing heavy and raining at 3 Pm more moderate and thick fog

middle part wind NW strong in force coming in heavy squalls of rain heavy coming sea in the Bay

latter part same as preceding part employed beaking out Bread and variously employed so ends this 24 hours



Remarks on Board Ship Francis Allen of New  
Wednesday Jan <sup>th</sup> 16 1895

This 24 hours first part wind NW strong in force accompanied with squalls of rain employed minceing blubber and running down three cask of oil at 4 P M more moderate

Middle part wind NW fresh in force thick weather at 8 P M set the watch for the night

Latter part wind NW moderate in force coming in rain squalls employed boiling and minceing blubber and killing elephant on shore foot so ends this 24 hours

Thursday Jan <sup>th</sup> 17 1895

This 24 hours first part wind NW moderate in force and squalls of rain employed boiling minceing blubber

Middle part wind same and squalls of rain at 8 P M stop boiling for the night set anchor watch

Latter part wind W fresh in force accompanied with squalls of rain 7 A M more moderate employed boiling minceing blubber running down oil so ends this 24 hours

Friday Jan <sup>th</sup> 18 1895

This 24 hours first part wind W fresh in force squalls of rain employed boiling minceing blubber

Middle part wind same as preceding part at 3 P M squalls not so frequent 8 P M stop boiling and set the watch for the night

Latter part wind W light in force accompanied with rain squalls employed boiling minceing blubber and killing elephant getting it long side so ends this 24 hours

Saturday Jan <sup>th</sup> 19 1895

This 24 hours first part wind W light in force and rain squalls employed boiling minceing blubber

Middle part wind W light in force 8 P M stop boiling for the night set anchor watch. Latter part wind W light in force and thick rain employed boiling and running down oil so ends this 24 hours



Bedford Mass Capt Joseph J Fuller Master 1895  
 Sunday Jan <sup>th</sup> 20 1895

This 24 hours first part wind light in force accompanied with thick rain employed boiling and stowing oil at 5 Pm stop boiling and stowing down on account of weather

Middle part wind light in force and rain 8 Pm set the watch for the night

Latter part wind light to and clear good weather employed boiling and mincing blubber two boats went shore foot got two loads of blubber long side so ends this 24 hours

Monday Jan <sup>th</sup> 21 1895

This 24 hours first part wind light to and clear good weather employed Boiling mincing blubber two boats went Blue skin got two loads of blubber long side

Middle part wind light to and clear weather at 4 Pm stop Boiling for the night set watch

Latter part wind to light in force and dark cloudy sky employed Boiling mincing blubber running down oil so ends this 24 hours

Tuesday Jan <sup>th</sup> 22 1895

This 24 hours first part wind to light in force dark cloudy sky employed Boiling mincing blubber

Middle part wind to light in force at 4 Pm stop boiling for the night set the watch at 7 A m rain

Latter part wind of light in force accompanied with rain 9 A m wind NW and clear employed Boiling and mincing blubber running down oil so ends 24 hours

Wednesday Jan <sup>th</sup> 23 1895

This 24 hours first part wind NW light in force clear good weather employed Boiling and mincing blubber

Middle part wind NW fresh in force 4 Pm stop Boiling for the night set the watch

Latter part wind strong in force blowing strong gale accompanied with heavy rain crew vainly employed so ends this 24 hours



Remarks On Board scho Francis Allyn of New-  
Thursday Jan<sup>th</sup> 24 1875

This 24 hours first part wind blowing strong-gale accompanied with heavy rain employed variously.

Middle part wind NW more moderate and rain at 8 PM set watch for the night.

Latter part wind NW fresh in force and dark cloudy sky employed boiling and running down oil at 11 AM wind strong gale and rain stop all work so ends this 24 hours

Friday Jan<sup>th</sup> 25. 1875

This 24 hours first part wind NW blowing strong gale and heavy rain

Middle part wind and weather same as preceding part at 8 PM set anchor watch for the night.

Latter part wind NW more moderate and light squalls of rain employed boiling and running down oil so ends this 24 hours

Saturday Jan<sup>th</sup> 26 1875

This 24 hours first part wind NW light in force clear sky at times at 3 PM finish boiling out the blubber that we had long side

Middle part wind NW light in force and dark cloudy sky at 8 PM set the anchor watch for the night.

Latter part wind NW light in force accompanied with rain and thick so ends this 24 hours

Sunday Jan<sup>th</sup> 27 1875

This 24 hours first part wind NW light in force thick fog employed running down oil two boats after elephant

Middle part wind same as preceding part and thick at 8 PM set watch for the night

Latter part wind NW light in force and clear employ setting up shakes two boats went to Blue skin killing elephant so ends this 24 hours



Bedford Mass Capt Joseph J Fuller Master 1895  
Monday Jan 28

This 24 hours First part wind light from WNW clear sky employed setting up shooks and boat went down Bay after Elephants land 3 men on Blue skin to drive off Elephant  
Middle part wind and weather same at 8 Pm set the anchor watch for the night

Later part wind N light in force cloudy sky two boats went to boat Bay Bay got two loads of blubber so end this 24 hours

Tuesday Jan 29 1895

This 24 hours First part wind light in force from N clear sky employed doing odd jobs

Middle part wind N light in force and clear sky at 8 Pm set the anchor watch for the night

Later part wind fresh in squalls from N cloudy sky and at times clear employed Boiling and mincing blubber so ends this 24 hours

Wednesday Jan 30 1895

This 24 hours First part wind fresh in squalls from N and dark cloudy sky employed Boiling and mincing blubber at 4 Pm wind strong coming in puffs

Middle part strong winds N at 8 Pm stop Boiling for the night set anchor watch

Later part wind N light in force and dark cloudy sky light squalls of rain employed Boiling mincing blubber so ends this 24 hours

Thursday Jan 31 1895

This 24 hours First part wind N light in force and light squalls of rain employed Boiling mincing blubber running down oil

Middle part wind N light and rain 8 Pm stop boiling for the night set anchor watch

Later part wind N light in force cloudy sky employed boiling the remainder of the blubber long side so ends this 24 hours



Remarks on Board the Francis Allen of New  
Friday Feb <sup>16</sup>/<sub>11</sub> 1895

This 24 hours First part wind N E light in force  
dark cloudy sky finish bailing the blubber

~~middle~~ part wind light in force and accompanied  
with fog squalls at 8 P.M. set anchor watch

Latter part wind N E fresh in force and dark cloudy sky  
employed stowing down oil 10 P.M. heavy squalls of rain  
so ends this 24 hours

Saturday Feb <sup>17</sup>/<sub>12</sub> 1895

This 24 hours First part wind N strong in force heavy  
rain stop all work

middle part wind N heavy rain 4 P.M. set the anchor  
watch for the night -

Latter part wind NW light in force coming in light squalls  
Boat went to Blue skin got 2 elephants crew variously employed  
so ends this 24 hours

Sunday Feb <sup>18</sup>/<sub>13</sub> 1895

This 24 hours First part wind NW light in force light  
squalls of rain crew variously employed

middle part wind the same direction at 8 P.M. set  
anchor watch for the night -

Latter part wind N light in force coming in light  
squalls employed killing four elephants getting  
them long side so ends this 24 hours

Monday Feb <sup>19</sup>/<sub>14</sub> 1895

This 24 hours First part wind N light in force  
coming in light rain squalls at 2 P.M. heavy rain

middle part wind N and thick rain at 8 P.M.  
set the anchor watch for the night -

Latter part wind NW fresh in force and dark cloudy  
sky and squalls of rain employed killing elephant  
on shore boat so ends this 24 hours



Bedford Mass Capt Joseph J Fuller Master 1895  
 Tuesday Feb 11<sup>th</sup> 1895

This 24 hours First part wind N.W. fresh in force accompanied with squalls of rain got 4 loads of Blubber long side

Middle part wind N and fresh in force at 8 P.M. set watch for the night

Latter part wind N.E. light in force clear good weather employed killing elephant on shoe foot and got the Blubber long side so ends this 24 hours

Wednesday Feb 12<sup>th</sup> 1895

This 24 hours First part wind light in force and cloudy sky employed killing elephant

Middle part wind N.E. light in force and cloudy sky at 8 P.M. set watch for the night

Latter part wind N.W. light in force thick heavy rain so ends this 24 hours

Thursday Feb 13<sup>th</sup> 1895

This 24 hours First part wind N.W. light in force thick rain at 2 P.M. stop raining employed mincing Blubber

Middle part wind N.W. fresh in force and thick rain squalls at 8 P.M. set the anchor watch for the night

Latter part wind N.W. fresh in force accompanied with rain squalls employed Boiling mincing Blubber so ends this 24 hours

Friday Feb 14<sup>th</sup> 1895

This 24 hours First part wind N.W. fresh in force accompanied with squalls of rain employed Boiling and mincing Blubber kill 3 elephant on shoe foot

Middle part wind same direction and squalls of rain at 8 P.M. stop Boiling for the night set anchor watch

Latter part wind N.W. and strong in force coming in squalls of rain and hail employed Boiling mincing Blubber at 11 P.M. wind N.W. and rain so ends this 24 hours



Remark on Board scho Francis Allen of New  
Saturday Feb <sup>11</sup> 9 1895

This 24 hours first part wind NW fresh in force accompanied with rain employed Boiling mincing Blubber and running down oil at 5 Pm stop boiling on account of bad weather.

Middle part wind of and rain at 4 Pm set watch for the night

Latter part wind NW light in force and light squalls and clear at times employed Boiling mincing Blubber running down oil so ends this 24 hours

Sunday Feb <sup>12</sup> 10 1895

This 24 hours first part wind NW light in force clear at times employed Boiling mincing Blubber Boat went up to shore foot hill & Elephant

Middle part wind NW fresh in force rain 4 Pm stop boiling set anchor watch for the night

Latter part wind of blowing strong gale and heavy rain so ends this 24 hours

Monday Feb <sup>13</sup> 11 1895

This 24 hours first part wind NW fresh in force and thick squally weather at 5 Pm wind NW and rain heavy sea coming in the Bay

Middle part NW fresh in force and squalls at 8 Pm set anchor watch for the night

Latter part wind NW fresh in force and dark cloudy sky employed Boiling stowing down oil at 9 Pm heavy rain so ends this 24 hours

Tuesday Feb <sup>14</sup> 12 1895

This 24 hours first part wind NW fresh in force squalls of rain at 2 Pm stop Boiling and all work

Middle part wind NW and squally at 4 Pm set anchor watch for the night

Latter part wind NW light in force and cloudy sky and squalls of rain employed Boiling mincing Blubber so ends this 24 hours



Bedford Mass Capt Joseph J. Fuller Master 1895  
 Wednesday Feb # 13 1895

This 24 hours First part wind NW light in force and dark cloudy weather employed Boiling mincing Blubber kill & blubber on shoe boot took of the men from Blue skin

Middle part wind NW fresh in force and cloudy at 8 P.M. stop Boiling set watch for the night

Latter part wind of light in force dark cloudy weather and rain employed stowing down oil so ends this 24 hours

Thursday "

Thursday Feb # 14 1895

This 24 hours First part wind of light in force rain at 2 P.M. stop raining employed stowing down oil

Middle part wind light from calm at 8 P.M. set anchor watch for the night

Latter part wind of light in force accompanied with squalls of rain but boats went to shoe boot got 2 elephant so ends this 24 hours

Friday Feb # 15 1895

This 24 hours First part wind of fresh in force accompanied with heavy rain

Middle part wind and weather same as preceding eight hours at 8 P.M. set anchor watch for the night

Latter part wind of NW and fresh in force clear sky at times employed Boiling and mincing Blubber Cooper setting up sack kill 2 elephant so ends this 24 hours

Saturday Feb # 16 1895

This 24 hours First part wind of strong in force strong cold stop Boiling and all work at 8 P.M. rain

Middle part wind of blowing heavy gale with rain at 8 P.M. set the anchor watch for the night

Latter part wind moderate from NW and clear weather employed Boiling and mincing Blubber and running down oil so ends this 24 hours



Remarks on Board Scho Francis Allen of New  
Sunday Feb. ~~17~~<sup>18</sup> 1895

This 24 hours First part wind of fresh in force  
clear weather employed Boiling, mincing Blubber and  
boiler setting up, cast got one elephant

Middle part wind of fresh in force clear sky  
at 8 Pm set anchor watch 11 Pm wind of

latter part wind of fresh in force and cloudy weather  
employed variously and 11 Am strong gale and rain  
so ends this 24 hours

Monday Feb. ~~18~~<sup>19</sup> 1895

This 24 hours First part wind of strong gale  
and heavy rain stop all work

Middle part wind of more moderate in force  
at 8 Pm set anchor watch

Latter part wind of light and calm clear weather  
employed mooring the schooner she layed in the  
last heavy blow so ends this 24 hours

Tuesday Feb. ~~19~~<sup>20</sup> 1895

This 24 hours First part wind of light in force  
clear sky employed killing 11 elephant on shore  
foot getting in long side

Middle part wind of light in force and calm  
at 8 Pm set anchor watch for the night

Latter part wind of fresh in force and thick weather  
employed Boiling and mincing Blubber running down  
oil so ends this 24 hours

Wednesday Feb. ~~20~~<sup>21</sup> 1895

This 24 hours First part wind of light in force thick and  
squalls of rain employed Boiling mincing Blubber

Middle wind and weather same at 8 Pm set anchor  
watch for the night

Latter part wind of light in force thick light squalls  
of rain employed Boiling mincing Blubber boats got ~~light~~  
elephants so ends this 24 hours



Bedford Mass Capt Joseph J. Fuller Master 1895  
Thursday Feb <sup>16</sup>/<sub>21</sub> 1895

This 24 hours First part wind W light in force thick cloudy sky employed Boiling and doing sundry jobs got 3 Elephants

Middle part wind W light in force clear at time 8 Pm stop Boiling set Anchor watch

Latter part wind N strong and clear sky employed running down oil mining Blubber at 10 A m strong wind rain so ends this 24 hours

Friday Feb <sup>17</sup>/<sub>22</sub> 1895

This 24 hours First part wind of strong gale and squall of rain employed running down oil

Middle part wind of strong gale and rain at 8 Pm set Anchor watch for the night 11 Pm wind W

Latter part wind WSW fresh in force and squalls of rain employed Boiling out the Blubber we had long side so ends this 24 hours

Saturday Feb <sup>18</sup>/<sub>23</sub> 1895

This 24 hours First part wind S fresh in force clear sky 2 Pm finish Boiling out the Blubber employed getting of shocks

Middle part wind WSW more moderate clear weather at 8 Pm set Anchor watch for the night

Latter part wind light from SW and calm employed blowing down oil and getting things from shore so ends this 24 hours

Sunday Feb <sup>19</sup>/<sub>24</sub> 1895

This 24 hours First part wind S light in force clear sky employed getting the schooner ready to leave Thunder Harbor got of 4 cask of water

Middle part wind S light in force clear sky at 8 Pm set anchor watch

Latter part wind of light in force clear sky at 9 A m got under way from Thunder Harbor came to Anchor in Duran Right so ends this 24 hours



Remarks on Board scho Francis Allyn of New  
Monday Feb <sup>15</sup> 25 1895

This 24 hours first part wind & light in force  
and cloudy sky crew variously employed

Middle part wind light in force from & cloudy  
sky at 8 P.M. set anchor watch for the night

Latter part wind & light in force and clear weather  
crew variously employed lying at anchor in Duncan  
Bight wind bound so ends this 24 hours

Tuesday Feb <sup>16</sup> 26 1895

This 24 hours first part wind & light in force clear  
sky crew variously employed

Middle part wind same as preceding eight hours  
at 8 P.M. set anchor watch for the night

Latter part wind & light in force cloudy weather  
crew variously employed still lying wind bound  
in Duncan Bight so ends this 24 hours

Wednesday Feb <sup>17</sup> 27 1895

This 24 hours first part wind & light in force  
clear sky at 2 P.M. wind became baffling crew  
variously employed

Middle part wind light and baffling from all  
around the compass at 8 P.M. set anchor watch for night

Latter part wind & light fresh in force and cloudy  
sky with rain so end this 24 hours lying at anchor

Thursday Feb <sup>18</sup> 28 1895

This 24 hours first part wind & light fresh in force  
and dark cloudy thick weather crew variously  
employed

Middle part wind same as preceding eight hours  
at 8 P.M. set anchor watch for the night

Latter part wind & light fresh in force and dark  
cloudy sky crew employed doing odd jobs still  
lying at anchor at Duncan Bight so ends this  
24 hours



Bedford Mass Capt Joseph J. Fuller Master 1895  
Friday Mar <sup>15</sup> 1 1895

This 24 hours First part wind strong in force dark cloudy sky with squalls of rain crew variously employed

Middle part wind strong gale with rain let go the second anchor & 5 Pm set anchor watch

Latter part strong gale from NW and accompanied with rain squalls so end this 24 hours at anchor

Saturday Mar <sup>16</sup> 2 1895

This 24 hours First part wind NW moderate in force cloudy sky crew variously employed & 5 Pm wind NW light in force took up the starboard anchor

Middle part wind of fresh in force dark cloudy sky & 8 Pm set anchor watch for the night

Latter part wind of light in force and thick fog rain being at anchor in Duncan Bight so ends this 24 hours

Sunday Mar <sup>17</sup> 3 1895

This 24 hours First part wind of light in force and thick fog and squalls of rain crew variously employed

Middle part wind of light in force thick rain at 4 Pm set anchor watch for the night

Latter part wind of thick rain storm but light in force so ends this 24 hours at anchor Duncan Bight

Monday Mar <sup>18</sup> 4 1895

This 24 hours First part wind of light in force thick fog with squalls of rain crew variously employed

Middle part wind of light in force thick cloudy sky & 5 Pm set anchor watch for the night

Latter part wind of light in force dark cloudy weather accompanied with squall of rain crew variously employed open cask of Bread still at anchor of Duncan Bight so end this 24 hours



Remarks on Board Scho. Thawgo Allyn & Co  
Tuesday Mar<sup>th</sup> 5<sup>th</sup> 1895

This 24 hours First part wind E light in force dark cloudy sky 2 Pm cleared of sun out bright sun variously employed

Middle part wind same as preceding eight hours 8 Pm set anchor watch

Latter part wind ESE fresh in force and light squalls of rain sun variously employed at 9 A M the wind WNW strong in squalls of rain ~~deteg~~ starboard anchor so ends this 24 hours

Wednesday Mar<sup>th</sup> 6<sup>th</sup> 1895

This 24 hours First part wind NW light in force coming in squalls took up starboard anchor - sun variously employed

Middle part wind NW light clear sky at 8 Pm ~~set~~ the anchor watch 4 A M heavy rain

Latter part wind WNW fresh in force and clear sky at 7 A M got under way from Duncan Bay proceeded under all sail for lee side of the Island so ends this 24 hours

Thursday Mar<sup>th</sup> 7<sup>th</sup> 1895

This 24 hours First part wind WNW fresh in force some of time clear sky at 2 Pm rain squall 6 Pm came to anchor in Christmas Harbor with Port anchor in 12 fathoms of water

Middle wind WNW light in force and clear 8 Pm set anchor watch

Latter part wind light E clear sky light air and ~~calm~~ calm at 7 A M got under way from Christmas Harbor and proceed to Cumberland Bay at 10 A M light wind ESE so ends this 24 hours



Bedford Mass Joseph J. Miller Master 1895  
Friday Mar <sup>th</sup> 8 1895

This 24 hours First part wind S & E light in force clear good weather two Boats after Elephant at 5 P M came to Anchor in Cumberland Bay got 4 elephant  
Middle part wind same as preceding eight hours  
& P M set anchor watch for the night 11 P M strong gale and heavy rain.

Latter part wind W & W strong gale coming in heavy squalls so ends this 24 hours

Saturday Mar <sup>th</sup> 9 1895

This 24 hours First part wind W & W strong gale coming in squall crew variously employed still at anchor in Cumberland Bay

Middle part wind from same direction but more moderate & P M set anchor watch for the night

Latter part wind strong from W & W and coming in squalls of rain at 7 A M got under <sup>way</sup> from Cumberland Bay proceeded down the Bay under short sail so ends this 24 hours

Sunday Mar <sup>th</sup> 10 1895

This 24 hours First part wind W strong in force and accompanied with light squalls of rain 2 P M anchor in Carrell Cove boats after elephants

Middle part wind W light in force dark squalls of rain 5 P M set anchor watch

Latter part rain squalls with W strong in force employed killing elephants so ends this 24 hours

Monday Mar <sup>th</sup> 11 1895

This 24 hours First part wind W fresh in force thick rain employed getting blubber long side

Middle part wind W fresh in force and rain  
& P M set anchor watch for the night

Latter part wind W light in force clear sky most of the time employed Boiling and mincing blubber so ends this 24 hours lying at anchor in Carrell Cove



Remarks on Board the Francis Allen of New-  
 Tuesday Mar<sup>th</sup> 12 1895

This 24 hours first part wind light in force and calm clear sky employed Boiling Minceing Blubber and Cooper setting up shacks

Middle part wind light baffling all around compass at 8 Pm stop Boiling set anchor watch for night

Latter part wind fresh in force from NW and dark cloudy sky employed Boiling Minceing Blubber so ends this 24 hours

Wednesday Mar<sup>th</sup> 13 1895

This 24 hours first part wind NW fresh in force coming squalls employed Boiling Minceing Blubber and running down oil

Middle part wind same as preceding <sup>eight</sup> hours at 8 Pm stop boiling and set anchor watch for night

Latter part wind NW strong in force accompanied with rain squalls employed Boiling Minceing Blubber running down oil so ends this 24 hours lying in barrell Cove

Thursday Mar<sup>th</sup> 14 1895

This 24 hours first part wind NW strong in force and squalls of rain employed Boiling Minceing Blubber and cooping and stowing down oil

Middle part wind NW heavy squalls of rain and snow at 8 Pm stop boiling set anchor watch for the night

Latter part wind NW strong in squalls employed Boiling Minceing Blubber and running down oil so ends this 24 hours lying at anchor at barrell Cove

Friday Mar<sup>th</sup> 15 1895

This 24 hours first part wind NW fresh in force in squalls employed Boiling Minceing Blubber running down oil

Middle part wind and weather same at 8 Pm stop boiling set anchor watch for the night

Latter part wind NE strong gale accompanied with heavy rain so ends this 24 hours lying at anchor in barrell Cove



Bedford Mass Capt Joseph G Fuller Master 1895  
Saturday Mar <sup>the</sup> 16 1895

This 24 hours First part wind N strong gale and accompanied with heavy rain crew variously employed

Middle part wind NW more moderate at 8 P M set anchor watch for the night

Latter part wind NW fresh in force coming in squalls employed bailing running down oil so ends this 24 hours

Sunday Mar <sup>the</sup> 17 1895

This 24 hours First part wind fresh in force from NW employed bailing and running down oil kill 12 Elephant

Middle part wind and weather the same at 8 P M set the anchor watch for the night

Latter part wind light N and dark cloudy weather employed Bailing and stowing down oil so ends this 24 hours lying at anchor in barrell Cove

Monday Mar <sup>the</sup> 18 1895

This 24 hours First part wind N and fresh in force and dark cloudy sky employed finishing Bailing two Boats crew Ashore cleaning the Boats at 2 P M finish Bailing 5 P M thick rain storm

Middle part wind N strong in force and rain 8 P M set anchor watch for the night at 11 P M wind NW blowing strong gale with rain

Latter part wind NW strong gale and accompanied with squall of heavy rain employed stowing down oil at 9 P M finish stowing the oil the schooner being full 103 cask and 25 Barrels of oil employed clearing up the decks so ends this 24 hours



Remarks on Board ship Francis Allen of New-  
 Tuesday Mar<sup>th</sup> 19. 1895

This 24 hours first part wind strong gale from NW accompanied with squalls crew employed cleaning up the schooner

Middle part wind and weather the same at 8 Pm set Anchor watch for the night

Latter part wind fresh in force from NW and cloudy sky employed cleaning the schooner so ends this 24 hours

Wednesday Mar<sup>th</sup> 20

This 24 hours first part wind light in force from N and dark cloudy sky employed cleaning the schooner 4 Pm rain

Middle part wind of light in force thick rain 8 Pm set Anchor watch for the night

Latter part wind of light in force dark cloudy sky employed taking down the tryworks found the trypot a crack in the bottom so dump it into the sea so ends this 24 hours lying anchor in Carroll Cove

Thursday Mar<sup>th</sup> 21 1895

This 24 hours first part wind fresh in force from N and dark cloudy sky employed getting ready to leave Carroll Cove at 4 Pm light rain squall

Middle part wind same direction and rain at 8 Pm set Anchor watch for the night

Latter part wind of light in force dark thick rain so ends this 24 hours lying at anchor in Carroll Cove



Bedford Mass Capt Joseph J Guller Master 1895  
Friday Mar <sup>th</sup> 22 1895

This 24 hours First part wind light in force from N and thick rain crew variously employed at 3 Pm stop raining

Middle part wind NW fresh in force cloudy sky at 8 Pm set anchor watch for the night

Latter part wind fresh from NW and cloudy sky crew employed washing their clothing so ends this 24 hours still at anchor in Carroll Cove

Saturday Mar <sup>th</sup> 23 1895

This 24 hours First part wind NW fresh in force clear sky at times crew variously employed

Middle part wind NW light and cloudy sky at 8 Pm set anchor watch for the night

Latter part wind light in force from N and thick rain at 8 Pm got got under way from Carroll Cove and proceed to Big Whale Bay under all sail so ends this 24 hours

Sunday Mar <sup>th</sup> 24 1895

This 24 hours First part wind NW fresh in force in squalls at times sky clear at 3 Pm came to anchor in Butters Harbor

Middle part wind from the same direction not so strong in force at 8 Pm set the anchor watch for the night

Latter part wind NW strong gale coming in heavy squalls of rain crew variously employed and still laying at anchor in Butters Harbor so ends this 24 hours



Remarks on Board *Sgt Francis Allen* of New-  
Monday Mar <sup>25</sup> 1895

This 24 hours First part wind *NW* blowing strong gale in squalls clear sky at times crew variously employed

Middle part wind and weather same as preceding. eight hours 8 Pm set anchor watch for the night

Latter part wind light *WNW* and clear sky 8 A m got under way cruise for right whale around the Bay so end this 24 hours

17

Tuesday Mar <sup>26</sup> 1895

This 24 hours First part wind *NW* fresh in force cloudy sky at 2 Pm see two right whales two boats went down starboard boat struck and kill whale came in thick bad weather Anchored the whale with two towlines at 7 Pm came to anchor in Port Harbor

Middle part wind *N* fresh in force thick weather 8 Pm set anchor watch

Latter part strong gale from *N* and thick rain crew variously employed so end this 24 hours at Anchor in Port Harbor

Wednesday Mar <sup>27</sup> 1895

This 24 hours First part wind *N* strong gale and cloudy sky at 2 Pm wind *NW* crew variously employed

Middle part wind from same direction and strong gale 8 Pm set anchor watch for the night

Latter part wind fresh from *N* and coming in squalls at 7 A m got under way proceed out to the whale found him adrift in shore took him along side parted flank chain three times so ends this 24 hours



Bedford Mass Capt Joseph J. Butler Master 1895  
Thursday Mar <sup>25</sup> 28 1895

This 24 hours first part wind W and light in force coming squalls employed trying to get the whale into Pot Harbor parted from him two times at 4 Pm had to anchor the whale to keep it from going on shore at 6 Pm came to anchor in Pot Harbor

Middle part wind WNW light at 8 Pm set anchor watch for the night

Latter part wind of strong in force thick cloudy at 5 A.m got under way looking for the whale looked untill 10 A.m when gave it up for lost lost one tow line and kedge with the whale 10 A.m strong gale and thick came to anchor in Pot Harbor at 11 A.m so ends this 24 hours

Friday Mar <sup>26</sup> 29 1895

This 24 hours first part wind of strong in force dark cloudy sky employed filling water

Middle part wind from all around the compass and light in force at 8 Pm set anchor watch

Latter part wind of fresh in force and thick fog crew employed dowing jobs and on shore getting Roberts' cooper repairing fore Boom at anchor in Pot Harbor so ends this 24 hours

Saturday Mar <sup>27</sup> 30 1895

This 24 hours first part wind of strong in force and dark cloudy sky at times squalls of rain crew variously employed

Middle part wind strong from same direction and squalls 8 Pm set anchor watch for the night at 11

Pm wind WNW light in force and squalls of rain at 7 A.m got under way from Pot Harbor and cruise around the Bay for right whale

Latter part wind NW light in force clear sky and cruising for right whale so ends this 24 hours



Remarks on Board scho Francis Allen of New-  
 Sunday Mar <sup>11</sup>/<sub>51</sub> 1895

This 24 hours First part wind N light in force  
 clear sky employed cruising for whales  
 nothing but Humpbacks at 6 PM came to anchor  
 in Norton Harbor

Middle part wind light in force from N clear  
 at 8 PM set anchor watch for the night

Latter part wind N dark cloudy sky crew employed  
 scraping down mast and sail making. 10 AM rain  
 so ends this 24 hours at anchor in Norton Harbor

Monday April <sup>1</sup>/<sub>1</sub> 1895

This 24 hours First part wind N light in force  
 and thick light rain men ashore rubbering and  
 doing odd jobs

Middle part wind same and thick rain at 8 PM  
 set anchor watch for the night

Latter part wind N and light in force and hard  
 cloudy sky thick crew variously employed so ends  
 this 24 hours lying at anchor in Norton Harbor

Tuesday Apr <sup>2</sup>/<sub>2</sub> 1895

This 24 hours First part wind NW strong in force  
 and clear sky most of the time crew variously  
 employed getting ready for the passage home

Middle part wind NW strong in force and  
 cloudy sky at 8 PM set anchor watch for the night

Latter part wind NW light in force employed getting ready  
 for the passage home so ends this 24 hours

Wednesday Apr <sup>3</sup>/<sub>3</sub> 1895

This 24 hours First part wind NW light in force  
 and cloudy sky crew employed getting of provisions  
 for the passage home

Middle part wind some direction and cloudy  
 sky at 8 PM set the anchor watch for the night



Bedford Mass. Capt Joseph J. Fuller Master 1895  
 Latter part wind NW fresh in squalls of rain  
 at 8 AM got under way from Boston Harbor and  
 cruised around the Bay for wright whale at 11 AM  
 the strong gale in squalls came to anchor in  
 Exil Harbor so ends this 24 hours

Thursday ~~Wednesday~~ April 4<sup>th</sup> 1895  
 This 24 hours First part wind NW strong in force  
 coming in heavy squalls crew variously  
 employed

Middle part wind same direction and cloudy  
 sky at 8 PM set anchor watch for the night

Latter part wind NW strong in force coming in  
 squalls of rain and dark cloudy sky crew variously  
 employed so ends this 24 hours at anchor in Exil Harbor

Friday April 5<sup>th</sup> 1895  
 This 24 hours First part wind NW strong in force  
 and coming in squalls and dark cloudy sky  
 crew variously employed

Middle part wind from same direction but  
 more moderate at 8 PM set anchor watch for the night

Latter part wind NW light in force coming in squall  
 at 7 PM got under way from Exil Harbor and cruised  
 for wright whale so ends this 24 hours

Saturday April 6<sup>th</sup> 1895  
 This 24 hours First part wind N fresh in force and  
 coming in squalls employed cruising for wright  
 whale around the Bay so nothing but Humphbacks at 5 1/2  
 PM came to anchor in Pot Harbor

Middle part wind same direction at 8 PM set anchor  
 watch for the night

Latter part wind N fresh in force and dark  
 cloudy sky and at times thick fog employed  
 taking on board water so ends this 24 hours still  
 lying at anchor in Pot Harbor



Remarks on Board Sch Francis Allen of New-  
 Sunday Apr <sup>th</sup> 7 1895

This 24 hours First part wind light in force and dark thick weather crew variously employed and some crew shore after Rabberts

Middle part wind same quarter and thick at 8 Pm set anchor watch for the night

Latter part wind WNW fresh in force and squalls crew variously employed so ends this 24 hours lying at anchor in Pot Harbor

Monday Apr <sup>th</sup> 8 1895

This 24 hours First part wind WNW strong in force coming in squalls crew variously employed

Middle part wind same direction and strong in force coming in squalls 8 Pm set anchor watch for the night

Latter part wind NW strong in force and coming in squalls crew variously employed so ends this 24 hours lying at anchor at Pot Harbor

Tuesday Apr <sup>th</sup> 9 1895

This 24 hours First part wind NW strong in force and accompanied with squalls of snow and at times clear crew variously employed

Middle part wind same direction more moderate cloud sky 8 Pm set anchor watch for night

at 3 Am wind W strong in force and heavy rain

Latter part wind WNW strong gale coming in heavy squalls of snow crew variously employed so ends this 24 hours lying at anchor in Pot Harbor



Bedford Mass Capt Joseph J Fuller Master 1895  
 Wednesday Apr 10 1895

This 24 hours First part wind WNW strong gale and accompanied with heavy squalls of snow crew variously employed

Middle part wind same direction with heavy squalls at 6 Pm set Anchor watch for the night at 2 A M wind more moderate

Latter part wind WNW fresh in squalls at 7 A M got under way from Port Harbour and cruise for right whale around the Rocks disperse so nothing went as far as Royal Bay so end this 24 hours

Thursday Apr 11 1895

This 24 hours First part wind NW fresh in force coming in squall seeing no whale at 7 Pm took our departure from Cape Bigby for home steering NW all sail set crew variously employed making thing snug & Pm reefed mainsail and set the watch at 11 Pm

Middle part wind WNW strong at 11 Pm took in flying jib put one reef in foresail heavy sea NW

Latter part wind NW strong and thick took second reef in mainsail at 8 A M moderated set flying jib turned out reef from Foresail and mainsail so end this 24 hours pump vessel every two hours  
 hours ok no obs

Friday Apr 12 1895

This 24 hours First part wind WNW strong thick cloudy sky and heavy sea NW steering NW by 2 under one reef mainsail crew variously employed

Middle part wind W moderate in force cloudy sky at 11 Pm shook out the reef from mainsail set gafftop sail

Latter part wind WNW and light in force at 11 A wind 6 8 light and baffling and cloudy employed clearing pump so end this 24 hours

hours ok no obs



Remarks on Board the Francis Allen of New  
Saturday Apr<sup>th</sup> 15 1895

This 24 hours First part wind N<sup>th</sup> light in force and steady in direction dark cloudy sky and smooth sea steering N by W all sail crew variously employed at 7 Pm took in Gafftopsail put one reef in Mainsail

Middle part wind E strong in force and rain 10 Pm reefed Foresail at 1 A M took in Mainsail set Dripsail it blowing strong heavy sea carried away Port Quarter Boat and lost it

Latter part wind E more moderate in force thick cloudy sky 10 A M set Mainsail turned out reef from Foresail so ends this 24 hours pump vessel every 2 hours course N W No 56

Sunday Apr<sup>th</sup> 16 1895

This 24 hours First part wind N<sup>th</sup> light in force thick weather and heavy sea from N<sup>th</sup> and W under reefed Mainsail steering N by W crew variously employed

Middle part wind light airs from E and heavy sea and thick 9 Pm took in Mainsail and Foresail on account slatting heavy 2 A M wind S W fresh in force set Mainsail and Foresail

Latter part wind strong W by W coming in squalls 11 A M took one reef in Foresail so ends this 24 hour pump vessel every two hours

Course N Lat 41 27 S Lon 68.12.30 E

Monday Apr<sup>th</sup> 16 1895

This 24 hours First part wind W by W fresh in force steady in direction coming in squalls clear at times steering N<sup>th</sup> crew variously employed vessel making more water at 6 Pm more moderate made all sail

Middle part wind light in force from N W and steady in direction and cloudy sky all sail set

Latter part wind N<sup>th</sup> light in force at times not steady smooth sea all sail set steering full and by so ends this 24 hours pump vessel every two hours course N by W Lat 39 12 S Lon 67 57 45 E



Bedford Mass Capt Joseph J. Fuller - Master 1895  
 Tuesday Apr 16 1895

This 24 hours first part wind NNE light in force steady in direction clear sky smooth sea steering full and by under all sail crew variously employed

Middle part wind NNE light in force and unsteady in direction steering full and by under all sail

Latter part wind NNE fresh in force coming in squalls not steady in direction steering full and by crew variously employed pump ship every two hours so ends this 24 hours

Course NE by N Lon 69.22.45 E Lat 37.24 S

Wednesday Apr 17 1895

This 24 hours first part wind NNE fresh in force coming in squalls unsteady in direction cloudy at times some sea steering full and by hooking off topsail variously employed at 4 PM wind came to in squall strong in force took in flying jib steering NW by N

Middle part wind SE fresh in force unsteady in direction at 11 PM set flying jib and made all sail

Latter part wind SE fresh in force steady in direction clear sky at times steering NW by W under all sail crew variously employed pump ship every two hours so ends this 24 hours

Course NW Lat 36 48 S Lon 66.44.45 E

Thursday Apr 18 1895

This 24 hours first part wind SE moderate in force not steady in direction some sea from SE clear sky times steering NW under all sail variously employed at 5 PM wind shifted over steering NW

Middle part wind SE light in force unsteady direction and cloudy at times under all sail steering NW by N

Latter part wind SE unsteady in direction at times baffling set the square sail steering NW under all sail crew variously employed pump ship every two hours so ends this 24 hours

Course NW by N Lat 36 15 S Lon 64 49 30 E



Remarks On Board the Francis Allport of New-  
Orleans, Apr. 19. 1895

This 24 hours First part wind N<sup>W</sup> light in force  
unsteady in direction sky overcast with clouds and  
steering N<sup>W</sup> all sail set crew variously employed 2 Pm  
took the square sail wind N<sup>W</sup> at 7 Pm heavy squalls rain

Middle part wind light in force from N<sup>W</sup> unsteady  
in direction and heavy squalls of rain 11 Pm wind  
N<sup>W</sup> took in square sail at 3 Pm wind N<sup>W</sup> fresh gined  
over steering N<sup>W</sup>

Lat<sup>ter</sup> part wind S<sup>W</sup> light in force steady direction and  
dark cloudy sky 3 A<sup>m</sup> set square sail steering N<sup>W</sup> all sail  
set variously employed pump ship so ends this 24 hours  
course N<sup>W</sup> by N Lat 35° 53' S Lon 62.27.20 E

Saturday Apr 20 1895

This 24 hours First part wind light S<sup>W</sup> unsteady in direction  
dark cloudy sky steering N<sup>W</sup> all sail set variously employed

Middle part wind light from S<sup>W</sup> at 11 Pm wind hauled  
N<sup>W</sup> light and clear steering N<sup>W</sup> took in square sail at 2  
A<sup>m</sup> wind hauled S<sup>W</sup> in squall light rain and wind

Lat<sup>ter</sup> part wind S<sup>W</sup> light in force unsteady  
in direction coming in squalls at times clear  
steering N<sup>W</sup> by N under all sail pump ship every two  
hours so ends this 24 hours

course N<sup>W</sup> by N Lat 35° 00' S Lon 61.04.00 E

Sunday Apr 21 1895

This 24 hours First part wind S<sup>W</sup> fresh in force coming  
in squalls heavy sea from S<sup>W</sup> clear sky at times  
steering N<sup>W</sup> under all sail variously employed

Middle part wind light in force from N<sup>W</sup> unsteady  
in direction and light squalls all sail set steering  
full and by at 3 A<sup>m</sup> squalls stronger took in Gaff topsail

Lat<sup>ter</sup> part wind same but strong in squalls and  
heavy sea 4 A<sup>m</sup> took reef in mainsail and foresail  
took in flying jib pump every two hours so ends this 24 hours  
course N<sup>W</sup> by N Lat 33° 11' S Lon 60.01.15 E



Bedford Mass Capt Joseph J Fuller Master 1895  
Monday Apr <sup>14</sup> 22 1895

This 24 hours First part wind strong in force from NW<sup>W</sup> unsteady in direction and squalls of light rain heavy sea from SW steering NW under short sail men variously employed at 3 P.M. wind SSW

Middle part wind S strong in force coming in squalls at 11 P.M. more moderate turned out sea from S by S and set flying jib steering WNW

Latter part wind moderate SSS and light squalls heavy sea from SW steering WNW 7 A.M. made all sail crew variously employed pump ship every two hours so ends this 24 hours

Course W by N Lat 33 19 S Lon 67 44.15 E

Tuesday Apr <sup>15</sup> 23 1895

This 24 hours First part wind SSS light in force unsteady in direction dark cloudy sky at times heavy sea steering WNW all sail set variously employed at 4 P.M. carried away the jafftop sail sent it down

Middle part wind S light in force unsteady in direction heavy beam sea sails slatting heavy at times sky clear steering W by N and W by S

Latter part wind same clear sky some sea sails slatting heavy at times employed repairing jafftop sail pump ship every two hours so ends this 24 hours

Course WNW 1/2 W Lat 33 36 S Lon 46 24.30 E

Wednesday Apr 24 1895

This 24 hours First part wind S light in force and not steady in direction clear sky some sea steering W all sail set crew variously employed

Middle part wind light in force from S clear sky at 10 P.M. wind E and freshen up in squall gbed over steering NW by W all sail set

Latter part wind freshen from NE coming in squalls steering NW all sail set so ends this 24 hours pump ship every two hours Course W 1/2 S Lat 33 51 Lon 53 48.45 E



Remarks on Board ship Francis Allyn of Ken-  
Thursday Apr 25 1895

This 24 hours first part wind N fresh in force steady some sea sky overcast steering NW by W all sail set took in square sail variously employed at 5 PM took in gaff topsail reefed the mainsail

Middle part wind NW strong in force heavy rain took one reef in foresail steering NW

Latter part more moderate wind coming in light squalls at 1 PM turned out the reefs from foresail and mainsail crew variously employed steering NW pump ship every two hours so ends this 24 hours  
Course NW by W Lat 34 07 N Lon 50.39 E

Friday Apr 26 1895

This 24 hours first part wind N fresh in force steady in direction light squalls of rain steering W by N set the gaff topsail crew variously employed

Middle part wind fresher from NW coming in squalls of rain took in gaff topsail reef mainsail and foresail and took in flying jib at 2 PM wore ship heading N by W under short sail

Latter part wind NW coming in heavy squall doubt reef the mainsail took in jib hove to heading NW of N and pump ship every two hours so ends this 24 hours  
Course W by N Lat 33.55 N Lon 49.59.15 E

Saturday Apr 27 1895

This 24 hours first part wind W strong late coming in squalls heavy sea still hove to heading NW of NW under short sail at 3 PM keep of steering NW under short sail 4 PM set jib and turned out reef from mainsail

Middle part wind NW and fresh in force squalls not so heavy but heavy sea steering NW at 4 PM moderate turned out all reefs set flying jib

Latter part wind light in squalls from NW all sail set steering NW pump ship every two hours so ends 24 hours  
Course NW by W Lat 32 30 N Lon 48 03 E



Bedford Mass Capt Joseph G Fuller Master 1895  
 Sunday Apr <sup>th</sup> 28 1895

This 24 hours First part wind  $\text{NW}$  fresh in force  
 unsteady in direction light squall steering  $\text{NW}$  by  $\text{W}$   
 all sail set crew variously employed

Middle part wind light from  $\text{SW}$  at 9 Pm calm took in  
 mainsail on account of slatting heavy sky overcast  
 with flying clouds 1 Pm fresh breeze from  $\text{NW}$  set mainsail  
 steering  $\text{N}$  at 3 Pm tacked steering  $\text{NW}$  by  $\text{W}$

Latter part wind  $\text{N}$  fresh in force and squalls of rain  
 at 7 Pm took in gaff topsail reefed the mainsail steering  
 $\text{W}$  pump ship every two hours so ends this 24 hours  
 Course  $\text{W}\frac{1}{2}\text{N}$  Lat  $32.45^{\circ}05'$  Lon  $46.39.45^{\circ}E$

Monday, Apr <sup>th</sup> 29 1895

This 24 hours First part wind  $\text{N}$  fresh in squalls and  
 rain rough sea steering  $\text{W}$  3 Pm turned out reef  
 from mainsail wind hauling  $\text{W}\frac{1}{2}\text{W}$  in rain squall  
 took ship steering full and by

Middle part wind  $\text{SW}$  light in force unsteady in direction  
 and clear steering  $\text{NW}$  by  $\text{W}$  all sail set

Latter part wind light in force from  $\text{SW}$  unsteady  
 in force and direction steering  $\text{WNW}$  all sail set variously  
 employed pump ship every two hours so ends 24 hours  
 Course  $\text{W}\frac{1}{2}\text{N}$  Lat  $32.39^{\circ}5'$  Lon  $45.20^{\circ}E$

Tuesday, Apr <sup>th</sup> 30 1895

This 24 hours First part wind  $\text{SW}$  light in force  
 not steady in direction steering  $\text{WNW}$  all sail set  
 crew variously employed

Middle part wind light in force from all around the  
 compass and clear sky at 11 Pm took in mainsail it being  
 calm and sails slatting heavy at 2 Pm light wind  $\text{NW}$   
 set mainsail steering  $\text{N}$  all sail set

Latter part wind  $\text{NW}$  light in force clear sky 4 Pm  
 took steering  $\text{W}\frac{1}{2}\text{W}$  all sail set variously employed pump  
 every two hours so ends this 24 hours

Course  $\text{W}\frac{1}{2}\text{N}$  Lat  $32.30^{\circ}5'$  Lon  $44.51^{\circ}E$



Remark on Board scho Tharrie Allyn of New  
Wednesday May 1<sup>st</sup> 1895

This 24 hours first part wind N<sup>W</sup> light in force not steady in direction with clear sky steering full and by all sail set variously employed

Middle part wind N<sup>W</sup> and unsteady in force and direction with clear sky steering full and by all sail set

Latter part wind same quarter light unsteady in force and direction steering full and by all sail set crew variously employed pump ship every two hours so ends this 24 hours

Course S<sup>W</sup> 3/4 S Lat 33.11 S Lon 44.16.30 E

Thursday May 2<sup>nd</sup> 1895

This 24 hours first part wind N<sup>W</sup> light in force unsteady in direction some flying clouds steering full and by all sail set crew variously employed

Middle part wind N and fresh in force unsteady in direction coming in squalls steering full and by all sail set

Latter part wind N<sup>W</sup> fresh in squalls not steady in direction steering full and by all sail set 3 PM strong squalls took in gafftopsail crew variously employed pump ship every two hours so ends this 24 hours

Course ~~S<sup>W</sup> 3/4 S~~ W 1/2 W Lat 34.15 S Lon 41.52 E

Friday May 3<sup>rd</sup> 1895

This 24 hours first part wind W<sup>W</sup> strong in force coming in squalls clear at times steering full and by 10 PM reefed mainsail 3 PM tacked steering N<sup>W</sup> by N under reef foresail and mainsail

Middle part wind W<sup>W</sup> strong in force not steady direction heavy sea steering N<sup>W</sup> by N under short sail

Latter part wind S<sup>W</sup> moderate in force steady in direction 6 AM turned out the reefs and made all sail steering N<sup>W</sup> by W and pump ship every two hours so ends this 24 hours

Course N<sup>W</sup> Lat 33.29 S Lon 39.35.45 E



Bedford Mass Capt Joseph J. Miller Master 1895  
Saturday May <sup>14</sup> 11 . 1895

This 24 hours first part wind SSW moderate in force steady in direction clear sky sea going down steering NW by W all sail set at 1 Pm wind S by E set square sail

Middle part wind S by E light in force unsteady in direction at 7 A M wind E gined over steering NW by N all sail set

Latter part wind S by E fresh in force unsteady in direction dark cloudy sky steering NW all sail set crew variously employed pump ship every four hours so ends this 24 hours  
Course NW by N Lat 33.22 N Lon 37.06.15 E

Sunday May <sup>15</sup> 5 . 1895

This 24 hours first part wind S by E fresh in force unsteady in direction coming in light squalls sky overcast with flying clouds steering NW all sail set crew variously employed

Middle part wind S by E fresh in force steady in direction coming in fresh squalls at times clear steering NW by W

Latter part wind S by E fresh in force coming in squalls steady in direction at 5 Pm took in square sail steering NW at 11 A M heavy squalls of rain took in jaff top sail pump ship every two hours so ends this 24 hours  
Course NW by E Lat no obs Lon no obs

Monday May <sup>16</sup> 6 1895

This 24 hours first part wind S fresh in force steady in direction accompanied with squalls of rain steering NW at 1 Pm wind howled suddenly the W blowing strong and rain kept mainsail took in flying jib at 2 Pm calm sails slatting heavy took in mainsail at 5 Pm wind S by E light in force set mainsail made all sail

Middle part wind S by E light unsteady in force and direction clear sky steering NW all sail set

Latter part wind light in force unsteady in direction clear sky steering NW all sail set crew employed scrubbing paint work pump ship every four hours so ends this 24 hours

Course NW by E Lat 34.14 N Lon 31.44.45 E



Remarks on Board scho Francis Allen of New  
 Tuesday May 4<sup>th</sup> 1895

This 24 hours first part wind of light unsteady in force and direction clear sky steering WNW employed repairing the mainsail

Middle part wind of fresh in squalls unsteady in force and direction steering WNW all sail set

Latter part wind of fresh in squalls unsteady direction steering WNW all sail set crew variously employed 11 A M wind SW fresh backed ship steering NW by W all sail set pump ship every two hours so ends this 24 hours  
 Course W by S Lat 34 37 S Lon 25.22.45 E

Wednesday May 4<sup>th</sup> 1895

This 24 hours first part wind SW light in force steady in direction steering NW by W all sail set crew variously employed

Middle part wind SW fresh in force unsteady in direction coming in strong squalls some sea steering WNW and full and by all sail set

Latter part wind SW light and unsteady in force and direction steering full and by and NW by W all sail set pump ship every two hours so ends this 24 hours

Course W 1/4 N Lat 34.31 S Lon 27.14.30 E

Thursday May 4<sup>th</sup> 1895

This 24 hours first part wind SW light unsteady in force and direction sky overcast with flying clouds steering full and by some of time NW by W variously employed

Middle part wind light baffling from all around the compass and some of the time calm steering full and by all sail set

Latter part wind WNW light in force unsteady in direction steering full and by all sail set crew variously employed 10 A M steamship standing S E and pump ship every two hours so ends this 24 hours

Course W 3/4 N Lat 34.24 S Lon 26.26 E



Bedford Mass Capt Joseph J. Miller Master 1895  
Friday May 10. 1895

This 24 hours First part wind light from Whauling more  
to the Sward in squalls steering full and by all sail  
set at 2 Pm had heavy squall from NW took in gaff topsail  
middle part wind WNW strong in force unsteady in direction  
and heavy squalls and heavy head sea 11 Pm reefed foresail  
and mainsail took in flying jib steering full and by  
latter part wind NW increasing in force and heavy  
sea at 5 Am took in jib hove to heading W of S pump  
ship every two hours hoon jibed ship heading S of N up  
NW so ends this 24 hours no obs

Saturday May 11. 1895

This 24 hours First part wind WNW strong in force  
steady in direction accompanied with heavy sea and  
rain under short sail hove to heading S of N NW  
at 3 Pm set jib and turned out reef from foresail steering full  
and by middle part wind WNW light in force steady in  
direction steering full and by 2 Am turned out one reef  
from mainsail set flying jib  
latter part wind WNW fresh in squall and unsteady  
steering full and by all prudent sail set so three ships  
beating to Wward pump ship very two hours so ends this 24 hours  
course W by S Lat 35 12 S Lon 23 08 E

Sunday May 12 1895

This 24 hours First part wind NW fresh in force unsteady  
in direction steering full and by all prudent sail set  
with the heavy W sea at 2 larked ship heading to Wward  
middle part wind light from NW made all sail at 7  
Pm larked ship heading Wward steering full and by  
all sail set  
latter part wind light in force unsteady in direction  
from NW steering full and by all sail set so two  
ships standing to the Wward pump ship every two  
hours so ends this 24 hours  
course NW Lat 35 32 S Lon 22 16 15 E



Remarks on Board the Charles Allen of New-  
Monday May 13. 1895

This 24 hours First part wind NW light in force unsteady in direction coming in light squall clear at times at 1 Pm tacked ship heading N on the wind 2 Pm tacked head Wward steering full and by all sail set

Middle part wind NW light and unsteady in force direction 9 Pm tacked heading Nward on wind at 7 A M passed ship standing W.

Latter part wind same quarter light in force and hazy so the land bearing N of 70 miles be two ships steering full and by pump ship every two hours so ends this 24 hours      hours W      Lat 34.48      Lon 23.02 E

Tuesday May 14. 1895

This 24 hours First part wind NW light unsteady force and direction steering full and by on wind heading N by all sail set at 7 Pm heave squall of rain wind NW reefed foresail and mainsail took in flying jib

Middle part wind NW strong heave head sea at 2 A M more moderate turned out reefs from mainsail and steering full and by

Latter part wind NW light in force unsteady direct. at 7 A M made all sail steering full and by heading N Wward all sail set pump ship every two hours so ends this 24 hours      hours S by W      Lat 35.38 N      Lon 22.38 E

Wednesday May 15. 1895

This 24 hours First part wind NW light in force steady clear sky steering full and by all sail set variously employed at 7 Pm tacked ship heading N Wward on wind

Middle part wind light in force from W. and not steady at 9 Pm wind NW light in force tacked heading N Wward on the wind sea running down some

Latter part wind light in force unsteady in direction clear sky under all sail crew variously employed pump ship every two hours so ends this 24 hours



Bedford Mass Capt Joseph J Butler Master 1895  
Thursday May <sup>th</sup> 16. 1895

This 24 hours First part wind N light in force steady in direction cleat under all sail steering full and by 3 Pm wind N light

Middle part wind E N E fresh in force steady in direction steering N W all sail set

Latter part wind E N E light in force not steady in direction steering N W at 6 A M wind N light in force at 8 A M blowing strong reefed mainsail and foresail took in flying jib steering full and by pump ship every two hours so ends this 24 hours

hours N W by W Lat 35.02 S Lon 20.22 E

Friday May <sup>th</sup> 17. 1895

This 24 hours First part wind N strong in force coming in squalls at 2 Pm blowing strong gale took in mainsail set stormetrysail hove to head N W of W at 5 Pm wind N W blowing strong gale

Middle part wind from same quarter blowing strong gale heading W of S W hove to

Latter part wind N W more moderate coming in strong rain squalls 7 A M gibered over head N standing along on wind took in jib set old one so ends under short sail pump ship every two hours so ends this 24 hours N S

Saturday May <sup>th</sup> 18. 1895

This 24 hours First part wind N W blowing strong gale accompanied with squall of rain hove to heading N E of N at 3 Pm gibered over heading N W of S S W

Middle part wind more moderate at 11 Pm gibered stood in shore at 8 Pm raised light gibered stood the south Westward

Latter part moderate from N B W made all sail 10 light and baffling pump ship every two hours so ends this 24 hours

hours S W Lat 34.41 S Lon 23.25 E



Remarks On Board Scho Francis Allen of New-  
 Sunday May 19 1895

This 24 hours first part wind NW light unsteady  
 clear under all sail steering on wind crew  
 variously employed

Middle part wind NW light in force unsteady  
 in direction accompanied with squall of rain  
 steering full and by all sail set

Latter part wind NW light in force unsteady in  
 direction all sail set steering full and by and  
 pump ship every two hours so end this 24 hours  
 hours NW Lat 54 45 S Lon 21 51 E

Monday May 20 1895

This 24 hours first part wind NW light in force  
 and unsteady at light squalls 3 PM tacked ship and  
 heading down steering full and by

Middle part wind light and unsteady in force  
 and direction coming in light squalls clear sky  
 steering full and by heading into the down.

Latter part wind NW unsteady in force and  
 direction clear sky steering under all sail daylight  
 see the Cape of Good Hope bearing E of about 40 miles crew  
 variously employed pump ship so ends this 24 hours  
 hours NW Lat 34 23 S Lon 17 42.30 E

Tuesday May 21 1895

This 24 hours first part wind light and unsteady  
 in force and direction from NW clear sky under all  
 sail steering E for the land at 3 PM wind freshen from S

Middle part wind from the same quarter fresh in  
 force clear sky steering E by S all sail set

Latter part wind SE light in force unsteady in  
 direction 4 AM see Cape light bearing SE steering  
 ESE and some of the time full and by at 9 AM  
 calm drifting about with the tide land of 20 miles  
 pump ship every two hours so end this 24 hours

course ESE Lat 33 51 S Lon 14 53 44 E



Bedford Mass Capt Joseph J. Muller Master 1895  
 Wednesday May 22 1895

This 24 hours first part wind light in force from SW and unsteady in force and direction steering in for Cape Town 2 Pm dropped of calm and 4 Pm light wind SW all sail set

Middle part wind of light in force and unsteady in direction At 11 Pm came to anchor Cape Town

Latter part wind light with rain from NW the crew variously employed being at anchor so ends this 24 hours

Thursday May 23. 1895

This 24 hours wind strong from NW and thick rain crew employed getting two cask of seal skins ready for shipping

Middle part wind and weather same 8 Pm set anchor watch for the night

Latter part wind NW moderate in force and accompanied with squall of rain so ends this 24 hours

Friday May 24. 1895

This 24 hours first part wind light from N and unsteady in direction - at times squall of rain

Middle part wind and weather same at 8 Pm set anchor watch

Latter part wind strong from NW and accompanied rain crew variously employed still at anchor in Cape Town so ends this 24 hours

Saturday May 25. 1895

This 24 hours first wind NW light in force clear crew variously employed lying at anchor

Middle part wind from same quarter and calm 8 Pm set anchor watch

Latter part wind NW light air and calm still at anchor so ends this 24 hours



Remarks On Board the Francis Allen of New-  
 Sunday May 26 1894

This 24 hours First part wind N.W. light in force  
 clear weather still at anchor

Middle part wind N.W. and at times calm  
 at 8 P.M. set anchor watch

Latter part wind of light force unsteady in  
 direction so ends this 24 hours lying at anchor

Monday May 27 1894

This 24 hours First part wind light from N.W.  
 and rain variously employed

Middle part wind from the same direction  
 at 8 P.M. set anchor watch for the night

Latter part wind of light in force dark cloudy  
 sky Discharged 9 men and shipped six so  
 ends this 24 hours still lying in at anchor

Tuesday May 28 1894

This 24 hours wind light from starboard and  
 and cloudy variously employed put 190 seal skins  
 on board of the mail steamer

Middle part wind of fresh in force light  
 rain set anchor watch for the night

Latter part wind of fresh in force unsteady  
 still lying at anchor so ends this 24 hours

Wednesday May 29 1894

This 24 hours First part wind of strong in  
 force accompanied with rain lying at anchor  
 waiting for opportunity to get out

Middle part wind and weather same at 8 P.M.  
 set anchor watch

Latter part wind N.W. rain and strong  
 winds lying at anchor so ends this 24 hours



Bedford Mass Capt Joseph J. Fuller Master 1895  
Thursday May ~~29~~ 30. 1895

This 24 hours first part wind of fresh in force and light rain variously employed lying at anchor

Middle part wind of and thick fog & 8 Pm set anchor watch

Latter part wind of thick fog and calm and still lying at anchor so ends this 24 hours

Friday May 31. 1895

This 24 hours first part wind of and light rain crew variously employed still at anchor

Middle part wind same thick fog and rain & 8 Pm set anchor watch

Latter part wind of W and light in force with rain thick fog at 70 Am clear and calm still at anchor one man ran away for bilvie so ends this 24 hours

Saturday June 1. 1895

This 24 hours first part wind of and calm clear sky variously employed & 1 Pm took in water

Middle part wind of W light and calm & 8 Pm set anchor watch

Latter part wind same and calm lying at anchor waiting for opatunats to get out pump ship two times in 24 hours so ends this 24 hours

Sunday June 2. 1895

This 24 hours first part wind of W light baffling and calm crew variously employed

Latter part wind light and calm & 8 Pm set anchor watch

Latter part wind of and light in force heavy rain and thick lying at anchor pump ship twice day so ends this 24 hours



Remarks on Board Scho Francis Allen of New  
Monday June <sup>4<sup>th</sup></sup> 8. 1895

This 24 hours First part wind baffling from  
of wind calm thick and rain crew variously  
employed at dark wind to light airs and calm

Middle part wind to light baffling airs calm  
8 P M set anchor watch for the night

Latter part wind light and from all around  
the compass at 9 A M wind fresh from to got  
under way from Cape Town and proceed on  
the passage to New Bedford with all sail set  
steering N W by N pump ship every two hours  
so ends this 24 hours

Tuesday June <sup>5<sup>th</sup></sup> 4. 1895

This 24 hours First part wind to fresh in force and  
steady in direction clear sky employed getting things  
to rights steering N W by N all sail set

Middle part wind light from to at 11 P M calm  
and clear sky at 3 A M light wind from N came  
about heading on the wind W N W all sail set

Latter part wind from same direction and  
at times fresh in force steering full and by all  
sail set pump ship every two hours so ends the 3<sup>rd</sup>  
hours hours W N W Lat 33° 09' S Lon 17° 35' 30" E

Wednesday June <sup>6<sup>th</sup></sup> 5. 1895

This 24 hours First part wind N fresh in force  
unsteady in direction steering full and by all  
sail set crew variously employed

Middle part wind N W fresh in force heavy  
head sea steering full and by 6 P M took reef in  
mainsail

Latter part wind W and strong in squalls  
8 A M turned out the reef from mainsail made  
all sail steering N by W pump ship every two hours  
so ends this 24 hours

hours N W by W no obs



Bedford Mass Capt Joseph J Fuller Master 1895  
Thursday June <sup>th</sup> 6 1896

This 24 hours First part wind WSW moderate in force and light squalls steering N under sail crew variously employed

Middle part wind SSW moderate in force coming in squalls under all sail steering WNW

Latter part wind S fresh in force unsteady in direction cloudy sky 4 Pm wind SSE gibes steering N by W all sail set pump ship every two hours so ends this 24 hours. Course NW Lat 30 42.5 Lon 74 27 15.7

Friday June <sup>th</sup> 7 1896

This 24 hours First part wind SSW fresh in force coming in squalls cloudy sky steering N by W and under all sail crew variously employed

Middle part wind SSW strong force unsteady in direction dark cloudy sky steering N by W at 9 Pm took in gaff topsail

Latter part wind SSW moderate in force steady in direction steering N by W at 6 A M made all sail crew variously employed pump ship every two hours so ends this 24 hours

Course N 1/2 W Lat 28 11.5 Lon 12.34.45.8

Saturday June <sup>th</sup> 8 1896

This 24 hours First part wind SSW fresh in force steady in direction clear sky steering N W under all sail

Middle part wind light in force unsteady in direction steering N by W all sail set

Latter part wind S light in force unsteady in direction 5 A M wind SSW light gibed over and steering N W under all sail pump every 4 hours crew variously employed so ends this 24 hours

Course NW Lat 24.53.5 Lon 11.19.30.8



Remarks on Board Schooner Harris Allyn of New  
Sunday June <sup>45</sup> 8. 1895

This 24 hours first part wind SSW moderate in force steady in direction clear sky steering N by W under all sail crew variously employed

Middle part wind SSE moderate in force steady in direction steering N W under all sail

Latter part wind from the same quarter light in force and steady all sail set pump ship every 4 hours so ends this 24 hours

Course N W by N Lat 25. 15 S Lon 9. 48. 30 E

Monday June <sup>45</sup> 10. 1895

This 24 hours first part wind SSE light in force clear sky steering N by W all sail set crew variously employed

Middle part wind light from S and unsteady in force and direction steering N W all sail set

Latter part wind S unsteady in force and direction clear steering N W under all sail employed repairing foresail. pump every four hours so ends this 24 hours

Course N W 1/2 N Lat 23. 39 S Lon 8. 47. 17 E

Tuesday June <sup>45</sup> 11. 1895

This 24 hours first part wind SSE light in force unsteady in direction steering N W at 1 P M giber over steering N all sail set

Middle part wind fresher from SE and steady in direction steering N W under all sail

Latter part wind fresher in force from SE and unsteady in direction steering N W all sail set & 1 P M giber ship steering N by W all sail set crew employed painting Boats and sail of the schooner pump ship every 4 hours so ends this 24 hours

Course N W 3/4 W Lat 21 46 S Lon 6. 12. 30 E



Bedford Mass Capt Joseph J Fuller Master 1895  
 Wednesday June <sup>th</sup> 12 1895

This 24 hours First part wind SE fresh in force steady in direction dark cloudy sky steering N by W under all sail crew variously employed

Middle part wind SE light in force steady in direction steering N by W by N all sail set

Latter part wind SE and steady in force and direction all sail set & 2 M fiber over steering N by W crew variously employed pump ship every 4 hours so ends this 24 hours

Course N W 3/4 N Lat 20.00 S Lon 4.55.30 E

Thursday June <sup>th</sup> 13 1895

This 24 hours First part wind SE steady in force and direction clear steering N by W under all sail variously employed 2 PM passed steamer standing the South East

Middle part wind fresh from SE steady in force and direction steering N W all sail set

Latter part wind from ESE steady in force and direction steering N W under all sail variously employed pump ship every 4 hours so ends this 24 hours

Course N W 1/2 N Lat 17.51 S Lon 3.13.15 E

Friday June <sup>th</sup> 14 1895

This 24 hours First part wind ESE steady in force and direction steering N W by N under all sail crew variously employed

Middle part wind ESE moderate in force steady in force and direction under all sail and steering N W by N

Latter part wind ESE moderate in force and steady in direction steering N W by N under all sail crew variously employed pump ship every four hours so ends this 24 hours

Course N W by W Lat 16.43 S Lon 1.07.45 E



Remarks on Board scho Francis Allyn of New  
Saturday June <sup>15</sup> 1895

This 24 hours First part wind S E moderate in force steady in direction steering NW by N under all sail crew variously employed

Middle part wind light in force from S E and at times calm steering NW by N all sail set

Latter part wind S E light in force unsteady in direction at times almost calm steering NW pump ship every 4 hours so ends this 24 hours

Course NW by W  $\frac{1}{2}$  W Lat 76.17 S Lon 10.21.30 E

Sunday June <sup>16</sup> 1895

This 24 hours First part wind S E light in force and unsteady in direction steering NW by W all sail set crew variously employed

Middle part wind S E moderate in force unsteady in direction steering NW by W under all sail

Latter part wind S E and moderate in force steady in direction steering NW under all sail at 7 AM fresh steering WNW crew variously employed pump ship every 4 hours so ends this 24 hours

Course WNW Lat 75.42 S Lon 1.27.45 W

Monday June <sup>17</sup> 1895

This 24 hours First part wind S E moderate in force steady in direction steering WNW under all sail crew variously employed

Middle part wind S E fresh in force steady in direction coming in squall steering NW by W under all sail

Latter part wind S E strong in force and steady in direction steering NW by W under all sail crew employed breaking bread and water pump ship every 4 hours so ends this 24 hours

Course W  $\frac{1}{2}$  N Lat 73.41 S Lon 4.37.30 W



Bedford Mass Capt Joseph J Keller Master 1895  
 Tuesday June 18<sup>th</sup> 1895

This 24 hours First part wind S E fresh in force steady in direction steering NW all sail set crew variously employed

Middle part wind from same quarter fresh in force steady in direction 11 P M came up to the Island of St Helena hove to for the night

Latter part wind S E fresh in squalls and steady in direction at daylight stood into the land at 10 A M captain went on shore schooner standing by an on pump ship every two hours so ends this 24 hours

Wednesday June 19<sup>th</sup> 1895

This 24 hours First part wind S E fresh in force coming in squalls schooner standing by an on at 3 P M captain came on board kept steering NW

Middle part wind fresh in squalls from S E unsteady in force and direction steering NW by N under all sail at 3 P M hove over heading NW

Latter part wind S E unsteady in force and direction steering NW under all sail 10 A M light squalls of rain pump ship every 4 hours so ends this 24 hours all sail set

Course W by N Lat 75.24 S Lon 7. 34. 45 W

Thursday June 20<sup>th</sup> 1895

This 24 hours First part wind S E moderate in force steady in direction steering NW all sail set variously employed

Middle part wind S E moderate and steady in force and direction steering NW under all sail

Latter part wind S E moderate in force and steady in force and direction steering NW under all sail pump ship every 4 hours so ends this 24 hours

Course W 1/4 N Lat 75 19 S Lon 10. 10. W



Remarks on Board Sch Francis Albion of New  
Friday June <sup>21</sup> 1895

This 24 hours First part wind SSE moderate in force steady in force and direction steering NW under all sail crew variously employed

Middle part wind fresh in force from SSE coming in squalls of rain steering NW under all sail

Latter part wind SSE moderate in force steady in force and direction steering NW under all sail crew variously employed pump ship every two hours so ends this 24 hours

Course W Lat 75.18 S Lon 12.52.45 W

Saturday June <sup>22</sup> 1895

This 24 hours First part wind SSE fresh and steady in force and direction steering NW all sail set crew variously employed

Middle part wind SE and fresh in force unsteady in direction steering NW all sail set at 1 P.M. squalls of rain

Latter part wind SE fresh in squalls of rain unsteady in direction steering NW at 5 A.M. hauled over steering N by W pump ship every four hours crew variously employed so ends this 24 hours

Course W Lat 75.15 S Lon 15.50 W

Sunday June <sup>23</sup> 1895

This 24 hours First part wind SSE moderate in force unsteady in direction steering N by W crew variously employed all sail set

Middle part wind SE fresh in squalls of rain unsteady in force and direction steering N by W under all sail

Latter part wind SE moderate in force unsteady in force and direction light squalls of rain under all sail steering N by W pump ship every two hours crew variously employed so ends this 24 hours

Course N by W Lat 74.18 S Lon 17.37.30 W



Bedford Mass Capt Joseph J. Fuller Master 1895  
Monday June 24<sup>th</sup> 1895

This 24 hours first part wind S.E. moderate in force  
unsteady in direction steering N.W. under all sail  
at times light squalls of rain

Middle part wind S.E. moderate in force and steady  
in direction accompanied with rain squalls steering N.W.

Latter part wind fresh in force coming in rain  
squalls from S.E. and unsteady in direction steering  
N.W. under all sail pump ship every 4 hours so ends  
this 24 hours

Course N.W. by W  $1\frac{1}{2}$  W Lat 12.47 S Lon 19.44.45 W

Tuesday June 25<sup>th</sup> 1895

This 24 hours first part wind fresh in force  
coming in squalls of rain from S.E. unsteady in direction  
steering N.W. by N under all sail variously employed

Middle part wind moderate in force from S.E. and  
unsteady in direction steering N.W. by N under all sail

Latter part wind from same quarter and more  
steady in force and direction steering N.W. by N under  
all sail crew variously employed pump ship every  
two hours so ends this 24 hours

Course N.W.  $3\frac{1}{4}$  W Lat 11.45 S Lon 21.45 W

Wednesday June 26<sup>th</sup> 1895

This 24 hours first part wind S.E. moderate in force  
steady in direction steering N.W. by W under all sail  
crew variously employed pump every 4 hours the vessel

Middle part wind S.E. moderate in force steady  
in direction clear sky steering N.W. under all  
sail

Latter part wind light in force from S.E.  
steady in direction steering N.W. under  
all sail crew variously employed pump ship  
every 4 hours so ends this 24 hours

Course N.W.  $1\frac{1}{4}$  N Lat 09 47 S Lon 23 15 30 W



Remarks on Board scho Francis Allyn of Ken-  
Thursday June 27 1895

This 24 hours first part wind S by E light in force steady in direction steering N by W under all sail crew variously employed

Middle part wind light in force and unsteady from S by steering N by W under all sail

Latter part wind S by light in force and steady in direction steering N by W under all sail crew variously employed pump ship every 4 hours so ends this 24 hours

Course N by W Lat 24.14 S Lon 25.29.30 W

Friday June 28 1895

This 24 hours first part wind S by fresh in force steady in direction steering N by W under all sail crew variously employed

Middle part wind S by fresh in force steady in direction steering N by W under all sail at 10 P.M. became squally

Latter part wind S by fresh in force steady in direction accompanied with squall of rain under all sail steering N by W pump vessel every 4 hours so ends this 24 hours

Course S W Lat 6.45 S Lon No

Saturday June 29 1895

This 24 hours first part wind S by fresh in force and unsteady in direction accompanied with rain steering N by W under all sail

Middle part wind S by moderate in force and steady in direction steering N by W under all sail squalls not so frequent

Latter part wind S moderate in force steady in direction steering N by W under all sail at 7 P.M. took in square sail wind S by E pump vessel every 4 hours crew variously employed so ends this 24 hours

Course N by W Lat 24.52 S Lon 28.19.45 W



Bedford Mass Capt Joseph J. Muller Master 1895.  
Sunday June <sup>25</sup> 30 1895.

This 24 hours First part wind S E moderate in force steady in direction steering N E W under all sail crew variously employed

Middle part wind S E moderate in force and steady in direction accompanied with light squalls steering N E W under all sail

Latter part wind S E moderate in force unsteady in direction steering N E W under all sail pump ship every 4 hours so ends this 24 hours

Course N W 1/4 N Lat 23.13 S Lon 29.44.45 W

Monday July <sup>1</sup> 1 1895.

This 24 hours First part wind S E moderate in force and unsteady in direction steering N E W under all sail variously employed

Middle part wind S moderate in force unsteady in direction at 7 1/2 in squalls wind S E steering N E W all fore and aft sails set

Latter part wind S E light in force steady in direction steering N E W under all fore and aft sail 3 1/2 in see steamer standing S W pump vessel every two hours so end this 24 hours

Course N W Lat 21.49 S Lon 31.13.15 W

Tuesday July <sup>2</sup> 2 1895.

This 24 hours First part wind S E light in force steady in direction steering N E W under all fore and aft sail crew variously employed

Middle part wind S and light in force steady in direction steering N E W all sail set so ship standing S W

Latter part wind light in force unsteady in direction steering N E W under all sail crew variously employed pump vessel every 4 hours so ends this 24 hours

Course N W 1/4 N Lat 20 28 S Lon 32 23 W



Remarks on Board ship Francis Allen of New-  
 Wednesday July <sup>14</sup> 1895

This 24 hours first part wind ESE light in force  
 steady in direction steering N by W under all sail  
 and clear variously employed

Middle part wind SE light in force and steady in  
 direction steering N by W under all sail

Latter part wind ESE light in force steady in direction  
 in clear sky steering N by W under all sail pump  
 vessel every 4 hours so ends this 24 hours

Course N by N Lat 00 54 N Lon 33 46 15 W

Thursday July <sup>15</sup> 1895

This 24 hours first part wind ESE light in force  
 and steady in direction steering N under all sail  
 and variously employed

Middle part the wind ESE fresher in force steady  
 in direction clear sky steering N by W under all sail

Latter part wind SE and moderate in force  
 steady in direction steering N under all sail pump  
 vessel every 4 hours and variously employed so ends  
 this 24 hours

Course N by W Lat 03 07 N Lon 34 55 45 W

Friday July <sup>16</sup> 1895

This 24 hours first part wind ESE light in force  
 steady in direction steering N under all sail and  
 variously employed

Middle part wind light from S and steady in force  
 and direction steering N under all sail

Latter part wind N by W light in force unsteady  
 in direction at 5 P M the gibe steering N by N under  
 all sail at 7 P M wind ESE gibe steering N by N  
 pump vessel every 4 hours so ends this 24 hours

Course N by W  $\frac{1}{2}$  N Lat 04 51 N Lon 35 22 W



Bedford Mass Capt Joseph F Fuller Master 1895  
Saturday July 7<sup>th</sup> 1895

This 24 hours first part wind light in force and unsteady in direction bearing the t & t steering N & W under all sail crew variously employed

Middle part wind t & t light in force and steady in direction steering N & W under all sail

Latter part wind t & t light in force unsteady in direction steering N & W under all sail crew variously employed pump vessel every 4 hours so ends this 24 hours

Course N & W Lat 35 58 N Lon 35 52 15 W

Sunday July 8<sup>th</sup> 1895

This 24 hours first part wind t & t light in force unsteady in direction steering N & W under all sail crew variously employed

Middle part wind light from all around the compass and calms all sail set

Latter part wind light from all around the compass and calm and rain squalls with no wind under all sail drifting pump ship every four hours so ends this 24 hours

Course N Lat 6.13 N Lon 35.48 W

Monday July 9<sup>th</sup> 1895

This 24 hours first part wind light air from all around the compass and dead calm under all sail crew variously employed

Middle part wind light in force from N steady in direction accompanied with rain squalls at 2 & 4 M wind N & fresh steering N by N under all sail set

Latter part wind t & t fresh in force and steady in direction steering N by N under all sail pump ship every two hours so ends this 24 hours

Course N N 1/2 W Lat 37.24 N Lon 37.05.15 W



Remarks on Board the Francis Allen of New  
Tuesday July <sup>45</sup>9. 1895

This 24 hours first part wind  $\text{SSE}$  fresh in force and  
unsteady in direction steering  $\text{NW}$  by  $\text{N}$  under all sail  
crew variously employed

Middle part wind  $\text{SSE}$  strong in force and steady  
in direction coming in wind squalls steering  
 $\text{NW}$  under all sail

Latter part wind  $\text{N}$  strong in force and unsteady  
in direction steering  $\text{NW}$  by  $\text{N}$  under all sail pump  
vessel every two hours so ends this 24 hours

bours  $\text{NW}\frac{1}{2}\text{W}$  Lat  $9.46\text{N}$  Lon  $39.25.45\text{W}$

Wednesday July <sup>46</sup>10 1895

This 24 hours first part wind  $\text{SSE}$  strong in force  
unsteady in direction steering  $\text{NW}$  by  $\text{N}$  under all  
sail crew variously employed

Middle part wind  $\text{SSE}$  more moderate in force and  
unsteady in direction steering  $\text{NW}$  by  $\text{N}$  under all sail

Latter part wind  $\text{E}$  light in force and unsteady  
in direction steering  $\text{NW}$  by  $\text{N}$  under all sail pump  
the vessel every two hours so ends this 24 hours

bours  $\text{NW}\frac{1}{4}\text{N}$  Lat  $11.44\text{N}$  Lon  $44.25.45\text{W}$

Thursday July <sup>47</sup>11 1895

This 24 hours first part wind  $\text{E}$  light in force and  
unsteady in direction steering  $\text{NW}\frac{1}{2}\text{N}$  under all sail  
crew variously employed

Middle part wind  $\text{SSE}$  light in force and steady in  
direction steering  $\text{NW}\frac{1}{2}\text{N}$  under all sail

Latter part wind  $\text{N}$  fresh in force unsteady  
in direction steering  $\text{NW}\frac{1}{2}\text{N}$  under all sail pump  
vessel every four hours crew variously employed so  
end this 24 hours

bours  $\text{NW}\frac{1}{2}\text{W}$  Lat  $13.16\text{N}$  Lon  $43.50.30\text{W}$



Bedford Mass Captain Joseph J. Fuller Master 1495  
 Friday July <sup>11</sup> 12 .. 1495

This 24 hours first part wind S & fresh in force and unsteady in direction steering N <sup>1</sup>/<sub>2</sub> N under all sail crew variously employed

Middle part wind S & moderate in force and unsteady in direction steering N <sup>1</sup>/<sub>2</sub> N under all sail

Latter part wind S & fresh in force and unsteady in direction coming in squalls steering N <sup>1</sup>/<sub>2</sub> N under all sail at noon wind fresh pump vessel every four hours so ends this 24 hours

Course N <sup>1</sup>/<sub>2</sub> N Lat 15.01 N Lon 45.12 W

Saturday July <sup>11</sup> 13 1495

This 24 hours first part wind S & fresh in force and unsteady in direction coming in fresh squalls steering N <sup>1</sup>/<sub>2</sub> N under all sail crew variously employed

Middle part wind S & strong in force and unsteady in direction coming in squalls steering N <sup>1</sup>/<sub>2</sub> by N under all sail

Latter part wind S & strong in force coming in squalls and unsteady in direction steering N <sup>1</sup>/<sub>2</sub> N under all sail pump vessel every two hours so ends this 24 hours

Course N <sup>1</sup>/<sub>2</sub> N Lat 16 53 N Lon 47 18 W

Sunday July <sup>11</sup> 14 1495

This 24 hours first part wind S & strong in force unsteady in direction coming in squalls steering N <sup>1</sup>/<sub>2</sub> under all sail crew variously employed

Middle part wind S & fresh in force and unsteady in direction coming in fresh squalls steering N <sup>1</sup>/<sub>2</sub> N under all sail

Latter part wind S & fresh in force and unsteady in direction fresh squalls steering N <sup>1</sup>/<sub>2</sub> N under all sail pump vessel every two hours so ends this 24 hours

Course NW Lat 18 53 N Lon 49 32 W



Remarks on Board the Francis Allen of New  
Monday July 15 1895

This 24 hours first part wind to fresh in force and  
unsteady in direction coming in fresh squalls steering  
NW under all sail crew variously employed

Middle part wind to strong in squall and unsteady  
in directions steering NW under all sail

Latter part wind to strong in force and unsteady in  
direction wind coming in squalls of wind and rain  
steering NW under all sail pump vessel every two  
hours as ends this 24 hours

Course NW Lat 21.10 N Lon 51.56 15 W

Tuesday July 16 1895

This 24 hours first part wind to strong in force  
unsteady in direction steering NW under all sail at 1  
AM set square sail crew variously employed

Middle part wind to more moderate in force and  
steady in direction steering NW under all sail

Latter part wind to moderate in force and  
steady in direction steering NW under all sail  
crew variously employed pump ship every two hours as  
ends this 24 hours

Course NW Lat 23.04 N Lon 54.01 45 W

Wednesday July 17 1895

This 24 hours first part wind to moderate in  
force steady in direction steering NW under all sail  
crew variously employed

Middle part wind to fresh in force and unsteady  
in direction coming in squalls steering NW under all  
sail as ship standing NW

Latter part wind to moderate in force and  
unsteady in direction steering NW under all sail  
pump ship every two hours as ends this 24 hours

Course NW Lat 24.51 N Lon 56.19 W



Bedford Mass Capt Joseph J. Fuller Master 1895  
Thursday July 18. 1895

This 24 hours first part wind N. moderate in force steady in direction steering NW under all sail crew variously employed

Middle part wind N. and light in force unsteady in direction steering NW under all sail at sunset wind freshen and came in squall

Latter part wind N. light in force unsteady in force and direction steering NW under all five sails sent down jofftop sail to repair pump vessel every two hours so ends this 24 hours

Course NW 1/2 W Lat 26 06 N Lon 54 04 45 W

Friday July 19 1895

This 24 hours first part wind S. light in force and unsteady in force and direction under all sail employed repairing jofftop sail

Middle part wind light in force and unsteady in direction from N. and at 7 P.M. wind S. light - all sail set

Latter part wind light in force from S. S. E. and unsteady in direction at 11 A.M. giber wind being light from S. S. W. and pump ship every two hours so ends this 24 hours

Course NW 1/4 N Lat 24.50 N Lon 58.44.45 W

Saturday July 20 1895

This 24 hours first part wind light in force from NW and unsteady in direction steering NW under all sail crew variously employed

Middle part wind light from all around the compass and calm schooner drifting

Latter part wind light from all around the compass at 5 A.M. light breeze from W. S. W. steering full and by under all sail so ship standing S. S. W. pump vessel every four hours so ends this 24 hours

Course N. E. 1/2 W Lat 27 12 N Lon 54 48 W



Remarks On Board scho Francis Allen of New  
Sunday July <sup>th</sup> 21 1895

This 24 hours First part wind WSW light in force steady in direction steering NW by N under all sail crew variously employed

Middle part wind W light in force and unsteady in direction accompanied with light squalls steering full and by under all sail

Latter part wind WNW light in force and unsteady in direction steering full and by 5 AM wind of light force backed steering full and by under all sail pump ship every four hours so ends this 24 hours

Course NW  $\frac{3}{4}$  W Lat 24.00 N Lon 59.23.45 W

Monday July <sup>th</sup> 22 1895

This 24 hours First part wind NNE light in force unsteady in direction steering NW under all sail crew variously employed

Middle part wind NNE light in force and calm unsteady in direction steering full and by and drifting

Latter part wind same light in force and calm and unsteady in direction and force pump vessel every four hours so ends this 24 hours

Course W  $\frac{1}{2}$  N Lat 24.10 N Lon 59.53.15 W

Tuesday July <sup>th</sup> 23 1895

This 24 hours First part wind N light in force and calm unsteady in force and direction steering NW by N under all sail crew variously employed

Middle part light air from all around the compass and calms the schooner drifting about most of the time all sail set

Latter part wind light from ESE unsteady in force and direction steering NW under all sail and pump vessel every 4 hours so ends this 24 hours

Course NNE Lat 24.20 N Lon 60.15.15 W



Bedford Mass Capt Joseph J Fuller Master 1895  
 Wednesday July 24. 1895

This 24 hours first part wind light from SE unsteady in force and direction steering NW under all sail crew variously employed

Middle part the wind dropped off to calm the schooner drifting round and round all sail set

Latter part light airs from SE and unsteady in force and direction steering NW under all sail 11 AM wind SSW fiber pump vessel every four hours so ends this 24 hours

Course NW 1/2 W Lat 25.35 N Lon 60.07 W

Thursday July 25. 1895

This 24 hours first part wind light in force from SSW unsteady in direction steering NW by N under all sail crew variously employed

Middle part wind SW light in force and unsteady in direction took in squaresail steering NW by N

Latter part wind SW light in force and steady in direction steering NW under all sail pump ship every two hours so ends this 24 hours

Course NW by N Lat 29 46 N Lon 61.00.30 W

Friday July 26. 1895

This 24 hours first part wind NW and fresh in force steady in direction steering NW under all sail crew variously employed

Middle part wind WSW fresh in force and steady in direction steering NW by N under all sail at 11 PM heavy rain squall

Latter part wind SW strong in force unsteady in direction coming in squalls steering NW by N at 9 AM heavy rain squall pump vessel every four hours so ends this 24 hours

Course NW by N Lat 31 28 N Lon 62.32.45 W



Remarks on Board scho Francis Allen of New  
Saturday July <sup>27</sup> 27. 1895

This 24 hours First part wind WNW strong in force and steady in direction steering NW all sail & 8 Pm took in joff to sail some sea variously employed

Middle part wind WNW strong in force steady in direction and some squalls steering NW under all sail

Letter part wind NW fresh in force and steady in direction and light squalls some sea steering NW all sail set pump vessel every four hours so end this 24 hours  
Course NW  $\frac{1}{2}$  N Lat 33.20 N Lon 64.14.45 W

Sunday July <sup>28</sup> 28. 1895

This 24 hours First part wind NW strong in force and steady in direction steering NW by N under all sail crew variously employed & 8 Pm reef mainsail

Middle part wind WNW strong in force unsteady in direction and at times heavy squalls steering NW under five sails

Letter part wind WNW strong in force and steady in direction steering NW under five sails & 8 Pm put one in foresail and mainsail took in flying jib 10 Pm have squalls of rain and wind carried away the foresail bent the ~~spare~~ one pump vessel every two hours so end 24 hours  
Course NW  $\frac{1}{4}$  N Lat 35.24 N Lon 66.06.30 W

Monday July <sup>29</sup> 29. 1895

This 24 hours First part wind WNW strong in force steady in direction squalls more moderate heavy sea steering NW by N under fore and aft sails crew variously employed at 6 Pm made all sail wind moderating

Middle part wind light from WNW and steady steering NW under all sail at 11 Pm reef foresail mainsail took in flying jib heavy squalls of rain

Letter part wind light W at daylight made all sail steering full and by at 8 A M wind N light tacked ship heading NNW pump ship every four hours so end this 24 hours  
Course NW by N Lat 36.50 N Lon 67.24.45 W



Bedford Mass Capt Joseph J. Fuller Master 1895  
 Tuesday July 30. 1895

This 24 hours First part wind light from NW unsteady  
 in direction steering NW all sail set at 3 PM calm took in  
 mainsail crew variously employed at 4 AM light wind  
 wind set the mainsail made all sail

Middle part wind S light in force unsteady direction  
 steering NW all sail set

Latter part wind light in force from NW at 9 AM calm  
 schooner drifting 10 AM light wind from WSW steering  
 NW by all sail set pump ship every four hours so ends  
 this 24 hours

Cours NW by N Lat 38.27 N Lon 68.02.15 W

Wednesday July 31. 1895

This 24 hours First part wind light in force from WSW  
 and steady in direction steering NW by all sail set  
 crew variously employed

Middle part wind SW fresh in force and unsteady in direction  
 steering steering NW by all under reef mainsail at 2 AM heavy  
 squalls of rain and wind doubled reef mainsail in the  
 foresail took in flying and jib.

Latter part wind NW light in force unsteady steering full  
 and by under all sail pump ship every 4 hours so ends  
 this 24 hours Cours NW by N Lat 38.00 N Lon 68.20.12 W

Thursday Aug 1. 1895

This 24 hours First part no wind calm schooner drifting  
 took in mainsail and repaired it 4 PM light wind NW  
 made all sail crew variously employed

Middle part light NW wind and unsteady in force and  
 in direction accompanied with light squalls

Latter part wind fresh in force and unsteady in  
 direction steering full and by at 8 AM W and fresh  
 wind so three steamers schooner and Bark pump  
 vessel every four hours so ends this 24 hours

Cours N by W Lat 40.20 N Lon 68.44.15 W



Remarks on Board ship Tharvis Allyn of New  
Friday Aug <sup>4th</sup> 2 1895

This 24 hours first part wind fresh from WNW  
unsteady in force and direction steering full and  
by crew variously employed

middle part wind light from WNW and unstea-  
dy in force and direction under all sail steering  
NW with dark cloudy sky

last part wind WNW light in force unsteady  
in direction under all sail steering NW at 7 P.M.  
in sight of land of New Port steering SE and  
this 24 hours

Saturday Aug <sup>5th</sup> 3 1895

This 24 hours first part wind light SE steady  
in force and direction under all sail steering  
up the Bay at 5 P.M. came to anchor in New Bedford



Bedford Mass Capt Joseph J Fuller Master 1895











1893 Provisions  
 Sept 4<sup>th</sup> 1 barrel of beef  
 " 13 1 barrel of beef  
 " 25 1 barrel of beef  
 Oct 7 1 barrel of beef  
 Nov 3 1 barrel of Pork  
 " 13 1 cask of Beef  
 Dec. 8. 1 Barrel of Pork  
 " 28 1 Barrel of Pork  
 Jan 16<sup>1894</sup> 1 Barrel of Beef  
 " 23 1 Barrel of Beef  
 " 26 1 Barrel of Pork  
 Feb 17 1 cask of Beef  
 " 26 1 Barrel of Pork  
 Mar 18. 1 Barrel of Pork  
 Apr 6 1 cask of Beef  
 May 26 1 cask of Beef  
 June 11 1 Barrel of Pork  
 July 30 1 Barrel of Beef  
 Aug 7 1 Barrel of Pork  
 " 11 1 Barrel of Beef  
 Sept 18 1 cask of Beef  
 Oct 16 1 cask of Beef  
 Nov 8 1 Barrel of Pork  
 Jan 3 barrel of Pork  
 Feb open 2 barrels of Pork  
 Mar open barrel of Pork  
 June open cask of Beef

Expended  
 Sept 26<sup>1893</sup> Brok Out 1 cask of Flour  
 Sept 26<sup>1893</sup> " 1 cask of sugar  
 Nov " 1 cask of bread  
 Dec 13<sup>1893</sup> 1 cask of Flour  
 Dec 24<sup>1893</sup> 1 cask of Bread  
 Feb 24<sup>1894</sup> 1 cask of flour  
 Mar 21. One cask of Bread  
 June 11. One cask of Flour  
 Aug 7. One cask of Bread  
 Sept 21 One Barrel of Flour  
 Oct. 11 One Barrel of Flour  
 Oct. 22 One Barrel of Flour  
 Oct 31. One cask of Bread  
 Nov 1. 2. Barrels of Flour  
 Nov 14. One cask of Flour  
 Oct 30 open cask of Bread  
 June 16 open cask of Bread  
 Mar 4 open cask of Bread  
 June 17 open cask Bread



















$$\begin{array}{r} 367 \\ 268 \\ \hline 99 \end{array}$$

$$\begin{array}{r} 2 \\ 30 \overline{) 194} \\ \underline{140} \\ 54 \end{array}$$







3 6 0  
2 5 8  
1 0 1



